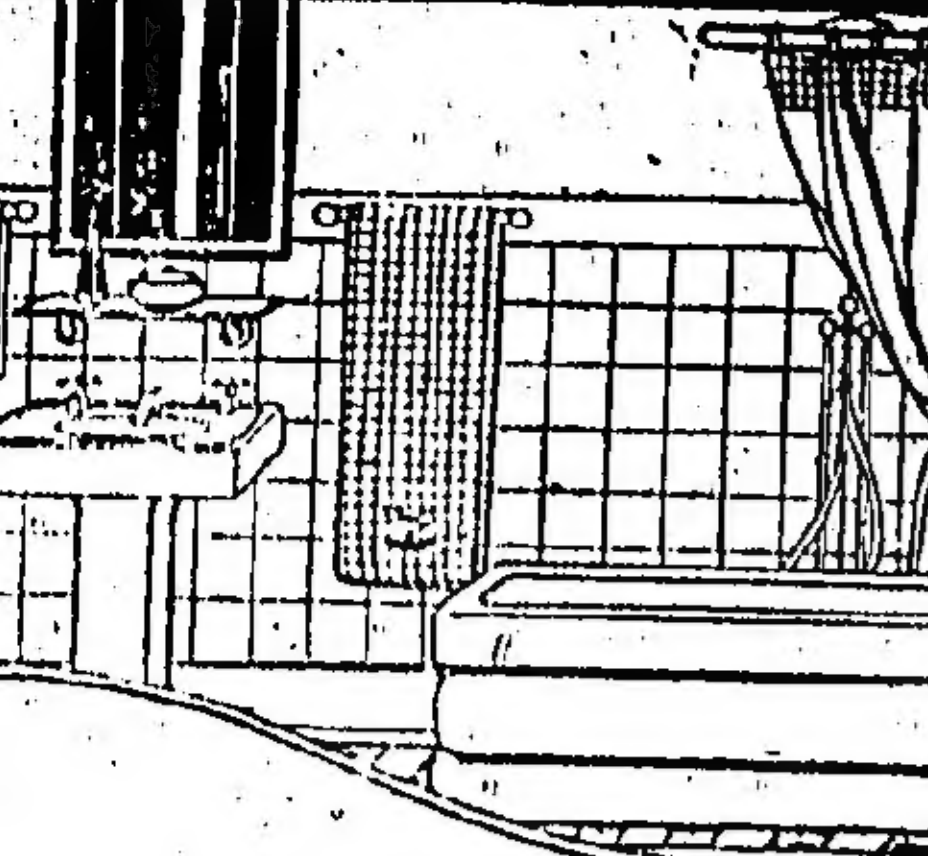


A MODERN BATHROOM



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The Hongkong Telegraph

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HSIN WAH INQUIRY FINDING.

DISTRESS PROVISION CUMBERSOME.

JURY RECOMMENDS ACTION BY GOVERNMENT.

THE POLICE PATROLS.

That the present conditions of disseminating news of ships in distress are too cumbersome, is the outstanding feature of the jury's verdict at the inquest into the circumstances surrounding the sinking of the Hsin Wah, delivered this morning.

They recommend that the Government take immediate action to rectify present conditions.

The "Sochow" Report.

In addressing the jury, the Coroner, referring to the s.s. Sochow, said he was quite satisfied from the inquiries of Inspector Ong that the officer on watch on that ship at the material time could not have possibly seen either the lights of the Hsin Wah or any distress rockets. Whether or not he made such a statement to the Press seemed doubtful. He might have made vague statements such as that he must have seen the lights, or something to that effect.

The primary business of the jury, said Mr. Lindsell, would be to attempt to establish the deceased's identity and the cause of death, and he (the Coroner) thought there was no doubt that he was a passenger of the Hsin Wah rather than a member of the crew.

Cause of Sinking.

Referring to the sinking of the Hsin Wah, Mr. Lindsell said there was not sufficient evidence before them to enable them to determine what the actual cause was—whether it was a mischance, due, for example, to failure of the steering gear, or whether it was negligence, criminal or otherwise, by the officer in charge of the ship.

In the circumstances, said Mr. Mr. Lindsell, the only safe verdict would be that the deceased was found drowned. If the jury wished, they could add anything to their verdict.

Jury's Finding.

The Jury's finding was as follows: Owing to the death of the Captain, the Officer on watch and the Quartermaster who was at the wheel at the time of the disaster, we are unable to state the cause of the ship stranding.

We therefore return as our verdict: "That the cause of the victim's death was found drowned at a result of the ship's sinking."

During the course of hearing of evidence, it has been forcibly borne upon us that the present system of disseminating and broadcasting signals of distress is much too cumbersome to ensure prompt assistance to ships in distress.

Had the news of the disaster been immediately broadcasted, other vessels, if any, in the vicinity of the wreck would have been in the scene and thereby would have, in all probability, saved many lives.

We therefore recommend that the Government look into the question as soon as possible, with a view to rectifying existing conditions. We further recommend that the Harbour Master, or some other officer be authorized and instructed by the Government to deal directly and promptly in matters of this kind.

Also, that the Police patrol boats should be of a type sufficiently seaworthy to undertake hazardous rescue work of this nature—as they appear to be the only craft in the Harbour that are available at all times—and that the men in charge of these boats should be sufficiently qualified to handle them in rough seas.

R.A.F. PILOTS NOW IN SAFETY.

SPENT FIVE DAYS WITH THE NEW PRETENDER.

AFGHAN RESCUERS.

New Delhi, Feb. 8. It is learned with satisfaction that Flight Lieutenant Chapman and Flying Officer Davis, the R.A.F. pilots who made a forced descent in a big troop-carrying aeroplane, while on their way to Kabul, are quite safe.

They are at present staying with a tribal chief near Jalalabad after spending five days with All Ahmed Khan, the new pretender to the Afghan throne. They are being well treated.

Since December 23rd, it is announced forty R.A.F. flights have been made from Peshawar to Kabul and back in different machines, and they have evacuated no fewer than 308 persons from the Afghan capital.

The rescued include more than a hundred foreigners, other than British, while 55 members of the staff of the British Legation, and 109 British Indians have also been brought to safety.

The work of evacuation is still continuing, while machines are standing by in case the need should become urgent.—*Reuter.*

PARIS BRISTLING WITH EXPERTS.

GERMAN REPARATION THE PROBLEM.

FIFTH YEAR PAYMENTS

London, Feb. 8. While Paris is bristling with financial experts of six countries, accompanied by their staffs, who are gathering in a final effort to settle the reparations problem, in accordance with the agreement reached at Geneva in September last year, a statement by the Agent-General for Reparations, Mr. Parker Gilbert, has just been issued in Berlin.

The statement discloses that the funds already available for distribution in the fifth annuity year, when the German payments under the Dawes plan reach their maximum of 2,500,000,000 gold marks, total nearly 1,106,000,000 gold marks.

This figure is only up to January 31st, 1929. France will receive 456,000,000 marks, the British Empire will receive 204,000,000 marks, and Japan, 5,000,000.

It is anticipated that the first meeting of the Committee of Experts appointed to deal with the reparations problem will hold its first meeting in Paris next week at some time or other. The Committee will decide where future meetings are to be held.—*Reuter.*

AUSTRALIAN TIMBER STRIKE.

DISPUTE LIKELY TO BECOME MORE SERIOUS.

Melbourne, Feb. 8. A dispute in the timber industry owing to the rejection by the workers of the Arbitration Court's award, declaring that a working week is 48 hours instead of 44, is threatening to develop more seriously.

The delegates of thirty-two Federal Unions have authorised the Australian Council of Trade Unions to take sole charge of the operation of extending the trouble to the entire building trades and other unions if they deem it necessary.

Federal intervention is regarded as inevitable.—*Reuter.*

FENG YU-HSIANG TO RESIGN?

NANKING ENDEAVOURING TO PERSUADE OTHERWISE.

Nanking, Feb. 9. Owing to ill-health, Marshal Feng Yu-hsiang, the Nanking Minister for War, may retire from office and go abroad for a while. The Kuomintang C.E.C. is urging him to remain in office.—*Reuter.*

HONGKONG HELPS MINERS.

CHANCE FOR CLUBS & INSTITUTIONS.

Y.M.C.A. EXAMPLE THAT COULD BE FOLLOWED.

"EVERY \$5 MEANS £1."

As a result of the appeal initiated by the Telegraph, there seems good ground for believing that quite a substantial sum will eventually be sent home from Hongkong to help in ameliorating the acute distress amongst the workless miners and their wives and children.

The intimation made yesterday that the Y.M.C.A. at Kowloon has begun a collection and that about \$200 may be expected to result therefrom is most encouraging. In due course, a cheque for the amount so obtained is being forwarded to us, for inclusion in the sum to be sent to the headquarters of the Lord Mayor's Fund.

A Fine Example.

This is an example which might easily be followed by clubs and other institutions, for we feel sure that the displaying of lists in such places would result in an excellent response being made. Needless to say, we shall be most happy to receive and acknowledge any sums subscribed in this manner.

The raising of funds by collections amongst office staffs, of which we mentioned an example yesterday, should also prove a productive method of helping on the good work. Perhaps those who sympathise with the movement will make it their business to see what can be done in this way.

A Big Contribution.

Other places in the East are now beginning to start funds for the miners and their families, the latest to come into line being Shanghai, where one individual contribution of \$1,000 heads the list to which others are also subscribing. Will it be too much to hope that some of Hongkong's leading residents, who can afford it will give a fillip to the local fund? Once a start were made in this direction, the present total should soon be greatly increased.

The appeal is one which deserves the utmost support, for it is obvious that the coalfields distress problem will take a very long time to solve, and in the meantime the need for financial aid will continue. Every cent subscribed will be put to the best possible advantage, as a very soundly-conceived organisation has been brought into being for the purpose of distributing the funds.

Cheer and Comfort.

Hongkong Britishers who subscribe to the Fund will have the assurance that they are doing something to bring cheer and comfort to kinsmen at home who are far less fortunate than they themselves are.

The sum so far subscribed locally, when doubled by the Home Government, represents quite a useful contribution; but much more can be done still. Contributions, however small, will be most welcome, and we undertake to forward to the headquarters of the Fund in London any further donations which come to hand.

Received to Date.

A further sum of \$50 towards the Fund is to hand this morning from a local resident, to whom our thanks are due. The donations actually received by the Telegraph to date, not counting the handsome contribution promised from the Y.M.C.A., are:

Already acknowledged \$200.
and 10/-
S. S. P. \$50.

AMATEUR STATUS RENEWED.

FRENCH DAVIS CUP PLAYER REINSTATED.

Paris, Feb. 8. The French Lawn Tennis Association has reinstated as an amateur, the former Davis Cup player, M. Paul Peret, at the latter's request. M. Peret turned professional round about the same time as Mdlle. Lenglen.—*Reuter.*

NINE LADY M.P.'S SITTING.

MRS. DALTON JOINS HUSBAND IN THE HOUSE.

TEMPORARY MEMBER.

London, Feb. 8. Mrs. Dalton, who was returned as Labour M.P. in the Bishop Auckland bye-election, is the ninth woman member of the present House of Commons, and makes the second case of husband and wife sitting together in the House. She will, however, be only a temporary member, holding the seat until her husband, Dr. Hugh Dalton, is ready to fight it at the General Election.

Dr. Dalton is member for Peckham, but long before the death of Mr. Ben Spoor, who had decided not to contest the Bishop Auckland seat again, he had announced his intention of leaving Peckham for Bishop Auckland, for which he had been adopted as prospective Labour candidate.

Mr. Spoor's death placed his present constituents in Peckham and the Labour Party in Bishop Auckland in a dilemma, for which Mrs. Dalton's candidature presented a happy solution.

Another Bye-Election.

The death occurred to-day of Sir Alexander Sprot, Conservative member for North Lanarkshire. This will cause another bye-election.

Sir Alexander Sprot was 75 years of age. He served in the Afghan War, in 1879 with the Sixth Dragon Guards, in the South African War, and in the late European war, and gained a number of decorations.—*British Wireless.*

THE KING.

PROBABLY LEAVING FOR SEA TO-DAY.

THE QUEEN'S PLANS.

London, Feb. 8. A bulletin says:—"The progress of H.M. the King, though slow, continues. A radiogram taken this morning confirms the clinical evidence that the condition of the lungs is now normal. If the weather permits, His Majesty will leave at 10.30 to-morrow morning for Craigwell House."

It is officially stated that the Queen having seen the King away on his journey will leave Buckingham Palace a little later by motor-car for Bognor, travelling by another route.

She will arrive at Craigwell House ahead of the King's ambulance and will thus be awaiting His Majesty when he arrives. An address unanimously congratulating the King upon his partial recovery to health, and praying for his complete recovery to health and strength, was unanimously adopted yesterday when the Canadian House of Commons reassembled at Ottawa.—*British Wireless.*

DE VALERA SENT TO PRISON.

BELFAST IMPOSES PENALTY FOR CROSSING BORDER.

London, Feb. 8. The Sinn Fein politician, Mr. De Valera, whose arrest on crossing the Ulster border created a mild sensation a few days ago, was to-day sentenced to a month's imprisonment in the second division at the Belfast Police Court.

De Valera was arrested on his way to the opening ceremony of a Gaelic Bazaar in Belfast, and his arrest was effected on an old order prohibiting his entry into Ulster.—*Reuter.*

Washington, Feb. 8. The Senate has passed the Supply Bill involving appropriations up to \$334,700,000 (approximately \$70,000,000).—*Reuter's American Service.*

PATHANS SEEKING VENGEANCE.

BOMBAY PEACE MOVE FAILURE.

HOSTILITIES RENEWED AFTER BRIEF SPELL.

CASUALTIES GROWING.

Bombay, Feb. 8.

At one time to-day great hopes were entertained of an early end to the communal disturbances which have been responsible for a reign of terror in the native quarters of Bombay for the past few days, but it is now feared that the effort has come to nothing.

A large and striking procession, in which Mohammedans, Pathans and Hindus fraternised, marched this evening through Grant Road, one of the worst affected districts, shouting "Hail Hindu-Muslim friendship," and declaring that the leaders of their communities had arranged peace.

For a little time all seemed to be quiet and there appeared to be reason to hope that the trouble had ended.

Attacking and Looting.

Round about ten o'clock this evening, however, a report reaching Police headquarters that a mob of Pathans had assembled in the Dongri area and that they were attacking Hindus and looting the shops.

Troops were rapidly drafted into the area, and they were obliged to open fire on the mob to quell the rioters. Another outbreak occurred at about the same time in the Jabatnagar district, and here again the Pathans took the initiative, many Hindus being badly injured before the troops scattered the crowds by opening fire.

The trouble in one centre appeared to be the signal for the resumption of hostilities all over Bombay, and there were many disgraceful disturbances in the course of the night. In the Mohammedan quarters at Kolsamohalla, the crowds got entirely out of hand, and ignored the orders of the troops to disperse quietly. Eventually more firing was necessary as the mob attacked the troops with sticks and stones.

Heavy Casualties.

It is learned that stray assaults occurred at Madanpura and the Grant Road area even after the procession had just passed, and the situation is extremely serious, except in the Bhandi Bazar neighbourhood where peace has been restored.

The nature of the outbreak may be best judged by official figures showing that between noon yesterday and noon to-day, sixteen persons have been killed and 166 injured. This brings the total casualties to over 80 killed, and over 600 injured.

The number has been added to to-night it is feared.

All Through Night.

After intermittent assaults all night long, rioting again broke out this morning. The main scene of the outrages has again shifted in the direction of the mill area.

Trouble broke out in a street in Byculla, where a mosque and Hindu temple are close together. Two Hindus were killed and several injured.

There has also been rioting in the Kamatipura district, five persons being seriously hurt. There was no firing.

The position elsewhere appears to be quieter. The leaders of various communities, including the labour leaders, are now touring the disturbed areas in lorries and haranguing the crowd in an effort to restore calm, and better feeling.

Bulls and Innors

From the Office Butts.

Hongkong's aviation schemes are still very much up in the air. The General Election at Home is expected to take place on June 16th. Anxiety is already being felt lest it should clash with summer.

With second-hand cars, you buy in haste and repent at leisure.

What you don't know about Rationalism won't hurt you. In a leading article on China New Year, the *China Mail* says:—"The alarmists appear to be getting custom of publishing weekly at in playing into their hands," least one alarming piece of news Stumped by Metaphor!

We learn that, strange though it may seem, talking will not reduce a double chin.

A Belfast man who forgot his wedding was found playing marbles. The question arises: Should marble-players marry?

A crying question—muri tsal. Some local poetry is just gas without the metre.

Why not just call it "Cumsha Week" and have done with it?

Judging from the prices asked, it is said that women's inventiveness owners have a soft heart for five powers are speeding up. It the first motor car they drove, must be the practice they get Should elled acquaintance be for- answering bridge invitations over the telephone.

In line with this business of reducing noise in Hongkong, the Dairy Farm is experimenting with rubber milk bottles.

A local Don Juan who's a bit short in the wind would like a car, but he finds he can't run to it.

Shanghai architects are now exploring the possibilities of ice being said to be 3.66 meters. We are grateful for the information; the way some people broadcast "Oh" and "Eel". You can hear 1,000.

A heading we may yet live to room balances at the present time, read: "Government Disturbed, because fashionable women weigh Anger Scene in the House. Dad themselves morning and evening," says a news report. Expect that with some it's a case of "weighed have gone quite batty over the Test.

MneWhirter, he says that while some of these dresses are no doubt piano so that they will be able to become many, on the other hand, save the expense of music-lessons for the children.

The Government having decided in instal loud speaker radio broadcasting in public places, Ferry passengers are looking forward to enjoying musical entertainment. Records to be played will probably include, "What are we waiting for now" and "I'm going back to where the Black-Eyed Susans Grow."

Social Hints:—Never let a fool kiss you and never let a kiss fool you.

A new Kowloon Treaty has been registered with the League of Nations. It is between the M'Hooshs and the M'Wheechs, which stipulates that no M'Wheech would throw stones at Reginald, provided the M'Hooshs refrained from firing Tommy M'Hooshs' air gun at Clarence, the M'Wheechs' dog.

Children do get so much out of their Christmas presents. A Peak hopeful has to date got almost a quart of sawdust from hors.

The worst of these Extraordinary Meetings is that they don't often live up to their name.

One thing about the Ashes—they've been well urned.

La Argentina says it's difficult of you is always a poor judge of Liable to get rattled, we imagine.

The Height of Misery:—An Aberdeen with a stiff neck at a view of the flapper vote it is feared that many will get in by a bare majority.

A New York woman is seeking a divorce, because her husband snored. She'll probably get a stenographer to his wife. She doesn't mind being dictated to.

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The Bateman cartoon is yet to be drawn depicting the Chinese merchant rebuking his little boy for letting off firecrackers.

Lots of people are willing to lend an ear to the plight of the British miners. We want them to give a hand.

The wave-length of a human being is said to be 3.66 meters. We are grateful for the information; the way some people broadcast "Oh" and "Eel". You can hear 1,000.

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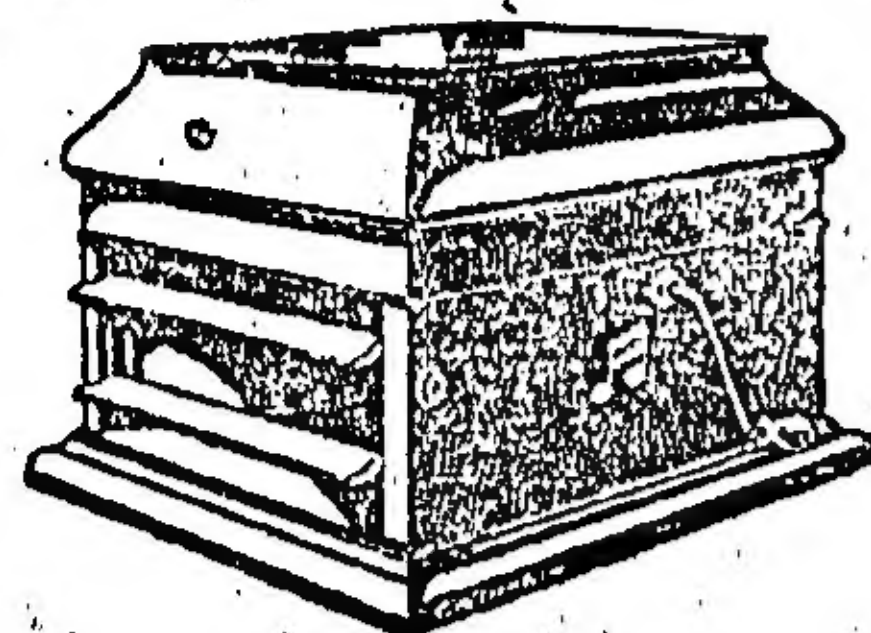
Police apolloed a wedding in Chicago when they arrested the best man on his way with a load of beer. They threw cold water on that party.

The fellow who parks alongside La Argentina says it's difficult of you is always a poor judge of Liable to get rattled, we imagine.

We are told that in June there will be a General Election. In Aberdeen with a stiff neck at a view of the flapper vote it is feared that many will get in by a bare majority.

A local business man prefers his stenographer to his wife. She doesn't mind being dictated to.

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GramophoneThe Viva-tonal
ColumbiaTable Grand
1929 Model

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The "Viva-Tonal" Columbia
Anderson Music Co., Ltd.The World Famed
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shield against all winter ills such as
Sore Throats, Coughs and Colds. Their
antiseptic vapours penetrate into the
innermost cavities of the nose, throat and
chest, killing all germs and quickly soothe
the inflamed organs.EVANS'
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THE HONGKONG BANK.

A PROFIT OF \$10,841,493
LAST YEAR.The court of Directors of the
Hongkong and Shanghai Banking
Corporation in their hundred and
thirteenth report, to be presented
to the annual meeting of share-
holders on Saturday, February
23, state:The net profits for the year, to-
gether with \$3,411,430.90, balance
brought forward from last ac-
count, after paying all charges,
deducting interest paid and due,
and making provision for bad and
doubtful accounts and contingen-
cies, amount to \$16,841,492.51.The Directors recommend writ-
ing off Bank Account the sum of
\$750,000.After making this transfer, de-
ducting the Interim Dividend of
\$3 per share, paid on 7th August
last, viz.:—\$480,000 @ 2/3—\$4-
726,153.85, and remuneration to
Directors, there remains for ap-
propriation \$11,315,338.66, out of
which the Directors recommend
the payment of a Final Dividend
of \$3 per Share, viz., \$480,000 and
a Bonus of \$2 per Share, viz.,
\$320,000 amounting in all to \$800,-
000 which, at 2/3, the rate of
the day, will absorb \$7,917,525.77.The Balance \$3,397,812.89 to be
carried to New Profit and Loss Ac-
count.The Sterling equivalents of the
Assets and Liabilities are shown
at 2/3, the rate ruling on the
last day of the year.Branches and Agencies.
A Sub-Agency of the Bank was
opened at Kowloon on 2nd Jan-
uary, 1929.Directors.
Mr. Neillage S. Brown has been
elected Chairman for the year
1929, and Mr. W. H. Bell has been
elected Deputy Chairman.Mr. D. G. M. Bernard, Mr. A.
MacGowan and Mr. P. W. Massey
resigned their seats on leaving the
Colony and Mr. J. A. Plummer,
Mr. B. D. F. Bell and Mr. B. Lan-
der Lewis were invited to join the
Board.These appointments require con-
firmation at this meeting.Mr. H. P. White, Mr. T. G.
Weall and Mr. W. H. Bell retire in
rotation, but being eligible for re-
election, offer themselves accord-
ingly.Auditors.
The Accounts have been audited
by Mr. C. Bernard Brown, A.C.A.
and Mr. John Fleming, C.A., who
offer themselves for re-election.

RADIO BROADCAST.

THE LOCAL PROGRAMME
FOR TO-DAY.The following programme will be
broadcast to-day from the Govern-
ment Broadcasting Station Z. B. W.
on 360 metres.

1.48 p.m. Weather Report.

5.50 p.m. Demonstration Pro-
gramme.7.48 p.m. Evening Weather Re-
port.8 p.m. Evening Programme (Co-
lumbia Records).

"Preludium."

"Scottish Fantasia."

The J. H. Squire Celeste Octet.

"When The Sergeant-Major's On
Parade.""The Company Sergeant-Major,"
Baritone, Harold Williams."Hark, Hark, The Lark,"
"Quartet in E flat."

The Musical Art Quartet.

"Strike The Lyre,"
"(a) The Sea Hath Its Pearls,
(b) A Secret."

The Sheffield Choir.

"La Paloma,"
"O Sole Mio."

The J. H. Squire Celeste Octet.

"Home To Our Mountains,"
"Miscellaneous."Duet, Gertrude Johnson and
William Heseltine."I'll be thinking of you,"
"The Miser."

Talking by Billy Bennett.

"This Year Of Grace." Selection,
The London Pavilion Orchestra.9 p.m. Dance music relayed from
the roof garden of the Hongkong
Hotel.

10 p.m. News Bulletin.

10.10 p.m. Dance Music from the
Hongkong Hotel.10.30 p.m. God Save The King.
Close Down.

NOVEL SUMMONSES.

RESTAURANT KEEPERS BEING
CLOSELY WATCHED.On the eve of Chinese New
Year, the Treasury has taken
steps to ensure that licence fees
due to the Government by restaur-
ant keepers are duly paid this
year, and no fewer than twenty-
seven firms were summoned yester-
day afternoon before Major C.
Willson for failing to renew
their food and wine licences.The prosecution was in the
hands of Detective Sergeant Fit-
ches, who explained that the li-
cences, in each case, expired on
December 31 last, and that the
Treasury insisted that unless the
firms carrying on business as res-
taurants and eating houses paid
their fees by to-day, the last day
of the present Chinese year,
they will have to close down. In
former years, it was explained,
many firms carried on until the
Chinese New Year, and then, if
the business prospects were not
bright, closed down, and thus
evaded taxation for two months.
To put a stop to this practice, the
Treasury instructed Sergeant Fit-
ches to apply to his Worship, in
each case, to make an order that
the fees due be immediately paid,
or else the firm in question be
prohibited from doing any further
business.

Proof of Sincerity.

An old man, representing a firm
in Des Voeux Road West, having
pleaded guilty to carrying on
business without either a restaurant
or a wine licence from the
S.C.A., explained to his Worship
that, due to the grounding of the
ss. Sanning in the West River
recently his funds were delayed.
However, the steamer had since
been refloated, and he had received
his remittance and was in a
position to pay for his licence
renewal. He had a thousand dol-
lars on him and would like to pay
immediately as he wanted his
Worship to be convinced of the
sincerity of his tale.His Worship ordered the defend-
ant to pay a fine of \$5 on each
count, and informed the defend-
ant that if he had the money it
must be paid at once at the Treas-
ury.Another man explained that al-
though he answered the summons,
he was not the licensee, who was
away in the country because of
illness. He added that business
during the year had been dull and
it was difficult to raise the \$1,000
required, but he was now able to
pay and asked his Worship to
treat him generously. His Wor-
ship imposed fines of \$5 on each
charge and made a similar order.

The Fee Halted.

Yet another man told his Wor-
ship that he received a notice
from the Treasury that his licence
fee had been doubled. This de-
fendant claimed that his fee was
formerly \$500, a sum which he
was quite able to pay, but when
that amount was raised to \$1,000
the matter was quite different.
He had the greatest difficulty in
raising the remaining \$500 and
had only just completed his task.
His Worship dealt with this de-
fendant in exactly the same man-
ner as he dealt with the others.In several cases, the had
state of business was given as the
reason for the delay in renewing
licences. A restaurant keeper at
Causeway Bay said that he could
not raise the \$500 required and
asked to be treated with indul-
gence. His Worship fined him \$5
on each charge and told him he
must close down if he could not
pay by to-day. The Treasury was
not going to allow restaurant
keepers to "play fast and loose"
with licence fees.In another case, an eating
house proprietor pleaded that he
could not get the money by to-
day, but if he was allowed a week,
he could possibly make it. His
Worship replied that he must im-
pose the same fine and make a
similar order in this case, but

OBITUARY.

DEATH OF ADMIRAL TYR-
WHITT'S BROTHER.London, Jan. 17.
Mr. Beauchamp Edward Tyr-
whitt, a well-known solicitor, of
Oxford, and brother of Vice-
Admiral Sir Reginald Tyrwhitt,
died yesterday.Colonel Malby E. Crofton,
Colonel Malby Edward Crofton,
whose death at Bath at the age of
82 years is announced, was ad-
jutant of the 2nd Battalion of the
Royal Lancaster Regiment in the
Zulu Campaign of 1879, and com-
manded the battalion in the South
African War in 1899-1900, being
present at the battles of Spion
Kop, Vaal Krantz, and Tugela
Heights, and at the Relief of
Ladysmith. He was wounded in
South Africa.Lt.-Col. Archer G. Prothero.
The death has taken place in
Switzerland of Lieut.-Colonel Ar-
cher George Prothero, late of the
Welch Regiment, of Abbeydore,
Pontrilas, Herefordshire, a brother-
in-law of Colonel Sir Joseph
Bradney, of Talycote Court, Mon-
mouth.Colonel Prothero, who was
educated at Westminster and the
Royal Military College, served in
the South African and the Euro-
pean wars. In the Great War he
was taken prisoner on the Western
Front, and confined to German
prisons for three years. For a
time he was in command of the
2nd Battalion Welch Regiment on
active service.Dame Sophia Wintz.
Dame Sophia Gertrude Wintz,
whose death occurred at Devon-
port yesterday, at the age of 81,
was well known not only at Port-
smouth and Devonport, but among
sailors all over the world. With
the late Dame Agnes Weston she
had worked for fifty years on
their behalf. The former died at
Devonport in 1918, and since that
time Dame Sophia had directed
the work of the Royal Sailors'
Rests, of which she was trustee
and hon. director, while Lieut.-
Colonel C. H. Weston, nephew of
the late Dame Agnes Weston, is
hon. financial secretary.Neither Dame Agnes Weston
nor Dame Sophia Wintz accepted a
salary for her work, and each
contributed largely to the funds
of the institution every year.

ROBBERS FOILED.

SCARED AFTER ENTERING
FURNITURE SHOP.Two armed robbers were foiled
last night in an attempt which
they made on a furniture shop at
No. 107, Hollywood Road.The shop had closed for the day,
when at 10 p.m. two men forced
their way in through the door,
which was closed but not barred.
A servant-girl, 18 years of age,
half-dazed with sleep, involuntarily
screamed, whereupon one of the
men fired a revolver, the bullet
striking the girl's left wrist and
causing a flesh wound.The robbers then escaped into
the street.The Police, including a number
of European officers, arrived at the
shop shortly afterwards and started
investigations.The injured girl was sent to the
Government Civil Hospital.added that if the defendant want-
ed extenuation he could see the
officials at the Treasury.Another man, who did not pay
in time, said that the business
was a sinking concern and that
the proprietor had gone to the
country to raise funds by mort-
gaging his property. He asked
for a week within which to pay,
but, as in other cases, this exten-
sion was not granted.In one case, the person sum-
moned failed to appear and Ser-
geant Fitches informed his Wor-
ship that he would like to with-
draw against this particular de-
fendant, as his eating house had
closed down.

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blow;
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must dive
below.

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AUSTRALIA'S CRICKET TROUBLES.

CLINGING TO "OLD MEN."

Australia's plight makes the opinion as the cause of her troubles, voiced by Mr. Dan Reese, chairman of the New Zealand Cricket Council, of particular value to the cricket follower. Mr. Reese, the best all-rounder ever developed in New Zealand, played for Essex and London County in long-ago years.

He knew the game, and he knows the merits and demerits of its leading figures. His view, in a nutshell, is that Australia has beaten herself by clinging to the "old men."

Mr. Reese's views on Australia's cricket troubles were communicated in a long letter to "Not Out," of the Sydney Referee, one of the leading authorities on the game on the Australian Press.

Mr. Reese, after searching the records of the great players over a number of years, submits that the age of 24 is the zenith of a young cricketer's brilliance, though he may continue to do great things afterwards.

"Just take a note of these figures, all being in Test matches," he wrote.

Murdoch's Oval Centuries.

"A. G. Steel was 24 when he made his 135 in Sydney. W. L. Murdoch 25 and 27 when he made his famous centuries 163 and 211 at the Oval in 1880 and 1882. Percy McDonnell 21 when he made his 147 in Sydney.

"Syd Gregory was 24 when he made 201 against Stoddart's team. Johnny Brown was 25 when he won the final Test match in Melbourne for England with his brilliant 140.

"Ranjitsinhji was 24 when he made that 156 and 50 at Manchester against the 1896 team, and 25 when he made 175 at Sydney.

"R. E. Foster was 25 when he made his record score of 187, and Warren Bardsley was 25 when he made his double century at the Oval.

"Victor Trumper was 24 in 1902, and so you can go on right down the piece, finding player after player all shining most brilliantly at that particular period of a young man's career.

"W. G. Grace was probably at his most brilliant stage at that particular age, but his career was so wonderful and such a lengthy one that it is difficult now to select the moment of the zenith of his brilliancy.

The Same Discovery.

"If you look up the performances of F. S. Jackson, A. C. MacLaren, G. L. Jessop, and others, you will make the same discovery.

"Joe Darling was 27 when he made that wonderful 160 against Stoddart's team, and centuries in three of the five Tests that season.

"Glen Hill's greatest effort will probably rank as his 188 against the Englishmen in Melbourne when he was only 20 years of age but this only further exemplifies the brilliance of youth. You will also probably find that Harry Graham's 107 against Stoddart's team was when he was round about 24 (and a year earlier at Lord's he made 103.)

"That was the time when Richardson in the Sydney Test started with three slips and no out-fields and finished up with three out-fields and no slips.

"Charles Bannerman was 25 when he made that dashing first Australia's Cricket Troubles (2.) century in Test matches. 165 in the 1877.

Two Exceptions.

"Through all the careers of great players I do not know of anybody but Grace and Macartney who remained to do most brilliant deeds when they may be said to have reached the veteran stage.

"I played against Hobbs in 1906, when he was dashing and brilliant, but I never thought I would live to see the day when, at the age of 42, he would allow Malley, in a Test match, to field to him a silly-point and a silly mid-on, and only have one out-field at deep square leg.

"If players will not retire by the time they are from 25 to 40 years of age at the outside, then they will have to be left out to make room for younger men.

"Of course, there are exceptions like Grace, Hobbs, and Macartney, who would adorn any side, and have been a tower of strength even in the advanced years of their careers; but as a general rule players should begin to 'play Scotch' when they get past the middle thirties, and when individuals play for keeps it slows the game up.

"One never sees to-day the titter of excitement which went round the ground when batsmen of the type of Jessop, Lyons, Graham, McDonnell, Massie, and such hitters walked out to take strike.

Stereotyped Game.

"Nearly everybody plays the same stereotyped game to-day, with just an occasional bit of punch from somebody, but the

SEAT RETAINED.

LABOUR WINS AT BISHOP AUCKLAND.

London, Feb. 8.

The Bishop Auckland by-election owing to the death of the Labourite, Mr. Ben Spoor, resulted as follows:

Mrs. Hugh Dalton (Labour) 14,797.
Mr. A. Curry (Liberal) 7,725.
Mr. H. Thompson (Conservative) 3,357.

There is no change.—*Reuter*.
[In the last General Election Mr. Ben Spoor polled 15,786, and Mr. J. Bainbridge (Liberal) 12,866.]
Another Vacancy.

London, Feb. 8.

A further by-election will be necessitated by the death, last night, of Mr. A. W. Dean, aged seventy-two, the Conservative member for the Holland with Boston division of Lincolnshire.—*British Wireless*.

THE BANK RATE.

AMERICAN RATE
MAINTAINED.

New York, Feb. 8.

Despite the big break in prices following the increase of the Bank of England rate, the New York Federal Reserve Bank has maintained its rediscount rate of five per cent.—*Reuter's American Service*.

Record Loans to Brokers.

Washington, Feb. 8.

The Federal Reserve Board, which has just warned the banks to restrain loans for speculative purposes, has published figures showing that in the week ending Wednesday the member banks of the Federal Reserve system lent brokers a total of \$5,669,000,000, which is a record.—*Reuter's American Service*.

KOWLOON CONCERT.

ENTERTAINMENT BY ST. ANDREW'S BROTHERHOOD.

A first rate entertainment was provided at St. Andrew's Church Hall, Kowloon, last night, when an enjoyable variety programme was submitted by "The Queries" concert party under the auspices of the St. Andrew's Brotherhood.

From the opening chorus, which was brightly rendered by the party, to the grand finale, the numbers were extremely pleasing and received well deserved applause from the audience. Included in the programme were songs, humorous poems and other forms of entertainment which were ably performed by individual members of the party.

Those contributing were Mr. Brudonall, Mr. Shepherd, Mr. White, Mr. Brown, Mr. Williams, Mr. Duffy, Mr. Finch, Mr. Walling, Mr. Steward, Mr. Gould, Mr. Greenbank, "The Erbs," Mr. Goodwin, Mr. Ives Snelling.

policy of both sides has become one of 'keeps.'

"Until some change takes place you will never again see a wonderful knock as Joe Darling's when he smashed Richardson's fast stuff as fast bowling has rarely ever been hit.

"The fact that Australia should now select its No. 1 side with only one or two men under 30 is enough to make one weep.

"And it must make young Australian cricketers feel that the treatment of Kippax is not going to be an isolated instance.

"Just think of it Kippax was overlooked at 24; he was overlooked again at 26. Test match records are the poorer by Kippax having been kept out of it.

"England made the same sort of mistake in 1921, when they overlooked Hubert Ashton for some old soldiers, who would not stand up to Gregory and McDonald."

Three Sound Judges.

"I should think you might have to get back to the type of selector the Australian players had themselves when they managed their own affairs, for it is doubtful if Australia ever had a better selection committee than Noble, Trumble, and Darling—all in their prime, all sound judges, and all believing in bringing in one or two young fellows at a time so as to maintain an even balance for an all round side, with the out-fielding properly provided for.

.... England must accept her share of the responsibility also for picking men who must make Test matches slow in the extreme, and almost incapable of reaching the dazzling heights of some of the deeds of the past.

"Chapman and Hammond are, of course, capable of changing the whole character of present-day Test match-batting. Let us hope they will not slow up because of the occasion.

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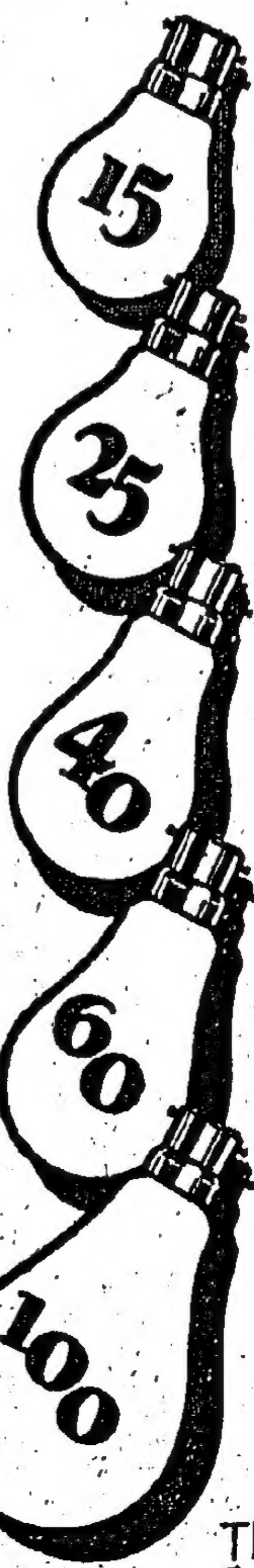
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"A personal reflection, I assure you, Mr. Nugget."

A.P.B.

EMPIRE PHONE PROJECTS.

GROWTH OF AMERICAN 'CALLS.'

A direct telephone service, to be opened in a few weeks, between London and Warsaw, is another step in the policy that aims at linking up this country with every capital in Europe.

The charge for a three-minute call between London and Warsaw will be 16s. 3d.

The next few years are likely to see big developments along three lines—the completion of telephonic communications with Europe, the strengthening of the services to America, and the possible opening up of telephonic connections between London and the Dominions.

Following Warsaw, the next direct line in Europe is likely to be to Helsinki. There will then remain only the Balkan States and Lithuania, Latvia, Estonia, and Russia to be linked up. Enough circuits exist across the North Sea to carry the European traffic for some time, and further extensions depend chiefly on the erection of efficient Continental land lines and of repeater stations. This is the case in regard to direct communication with Rome, which has not yet been accomplished, although Londoners can ring up Turin, Milan, and Genoa.

300 to 400% Increase.

Telephonic traffic between this country and the United States in 1928 showed an increase of some 300 to 400 per cent. above that for 1927. A third transmitter is now being manufactured for installation at Rugby about the middle of the year. A fourth transmitter has already been decided on, and when this is completed there will be four cross-Atlantic channels for conversation.

The Post Office is at present negotiating with the Empire overseas with a view to opening up wireless telephone services. The—which can at present be spoken to by way of New York—South Africa, India, and Australia.

AIRCRAFT OF THE FUTURE.

NEW SHAPES TO ELIMINATE WASTAGE OF POWER.

Large commercial aeroplanes, such as those used by Imperial Airways, Ltd., could fly at their present top speed with only one-third their present power if they were ideally shaped. This is the view of Professor B. M. Jones, who read a paper on "The Streamline Aeroplane" before the Royal Aeronautical Society.

Two-thirds of the power, he said, was being thrown away in causing unnecessary turbulence in the air. The correctly-shaped aeroplane would not set up all this turbulence.

"The ultimate aeroplane," said Professor Jones, "will be as well streamlined on the whole of its external surfaces as, say, the bottom of a racing yacht or the external of an albatross."

He added that he was fortified in this belief by surveying the animal kingdom. Those birds and fishes which depended on speed for their existence had long since solved the problem. The compromise with structural difficulty was no doubt as difficult for them as with us, but it had ended in the complete triumph of the external form. "We can only hope," Professor Jones concluded, "that it will not take us so long to reach this point as, if we are to believe the comparative anatomists, it took them."

MARRIED AMID FIRE DEBRIS.

SUNDAY SERVICES IN BURNT CHURCH.

Standing at the altar amid the wreckage following a fire at St. Clement's Church, East Dulwich, and beneath a roof open to the wintry sky, a young couple were married recently by the 76-year-old vicar, the Rev. H. E. Jennings.

"They entered into the spirit of the thing and made the best of a bad job," Rev. Jennings told a Press representative.

Despite the exceptional difficulties, the usual morning service was held in the church. It was conducted by the vicar, who has been incumbent since the church was built 43 years ago.

There were 400 or 500 people present, although it had been found impossible to heat the church.

Harmonium Replaces Organ.

Singing was led by an unrobed choir, nearly all the cassocks and surplices having been burnt with the vestry. A harmonium took the place of the organ, which had been destroyed.

Costly jewelled vestments were also destroyed in the fire, the loss from which is estimated at £3,000.

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If you want to be one of the happy and successful your first care must be your health.

Constipation causes mental inefficiency and bodily sickness. Pinkettes dispel constipation, stimulate the liver, banish sick headaches and bilious attacks in a single night. Used whenever needed Pinkettes keep you well. Of chemists, or post free, 60 cents the vial, from Dr. Williams' Medicine Co., 60, Kiangso Road, Shanghai.

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It only takes a few hours to make the change. We install it quickly and cleanly, without a lot of fuss and fuss. Then you have the same dependable electric refrigeration

that was serving others before any other existing system was even on the market; since 1914 to be exact. If you desire, you can make use of our Household Budget Plan in paying for it. That makes it very easy to own.

And don't forget this; Kelvinator, the oldest system of electric refrigeration for the home, and the system of longest proved life, actually costs less than most others.

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Here is a simple test that shows what the new way can do for you.

Just run your tongue across your teeth. And you will feel that film. It is the great enemy of pretty teeth and healthy gums.

It clings to teeth, gets into crevices and stays. It forms a breeding place for germs.

And germs, with tartar, are the chief cause of pyorrhea.

Ordinary brushing fails in successfully removing film. Under film are the clear, whiter teeth you envy.

Now modern science has perfected an effective film combatant called Pepsodent. It acts to curdle film, then removes it. It firms and protects gums; beautifies teeth quickly and correctly.

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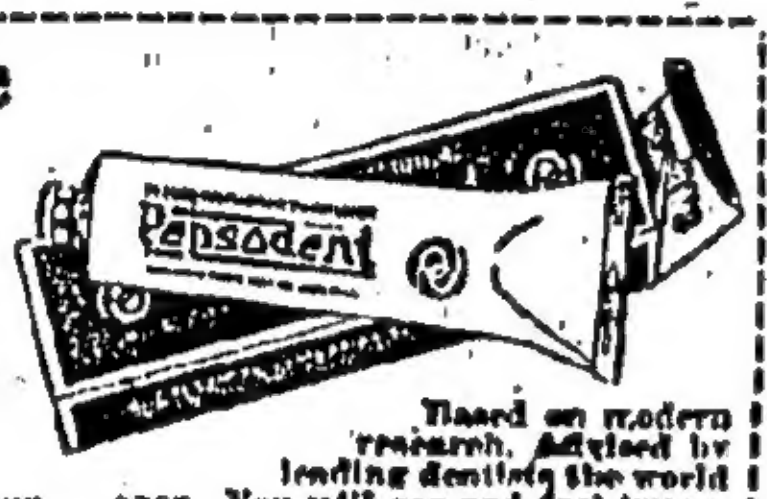
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It wasn't so long ago
when the city "outsiders" astounded
the small town gal—



But now—
the "outsiders" of the small town
surprise the city miss!

ROYAL TOMBS AT UR.

ATTENDANTS BURIED WITH THEIR QUEEN.

More discoveries in the cemetery at Ur—one of the most important of the early Babylonian cities—are described in a report on the work during November of the Joint Expedition of the British Museum and the Museum of the University of Pennsylvania.

The report, which is signed by Mr. C. Leonard Woolley, the leader of the expedition, states that digging was carried on to levels where royal tombs were found.

"One stone-built chamber," it is added, "has been found lying 38ft. underground and intact; its corbelled dome yet standing, its door blocked with stone as it was left when the dead were first laid inside and the earth was flung back into the tomb shaft. 'Amongst' the gold objects were one fluted gold tumbler hardly less beautiful than that found last year in Queen Shub-ad's grave and, unique hitherto, a cylinder seal of gold. The open part of the shaft has not yet been excavated, so we cannot tell how many victims accompanied this royal lady to her grave, but five lay in the chamber with her, and as many again were buried in the filling of the shaft."

Horned Head on a God.

"The other graves, of which more than 200 have been dug," proceeds the report, "have yielded plenty of fine objects. The best of these is a copper head from a statue of a god; the face is human, but attached to it are the ears and horns of a bull; it is the first thing of the sort that we have ever found here, and I know nothing like it from any other site. The horned head is familiar enough on cylinder seals and other carvings, but an example in sculpture in the round, and in metal, is new; in relief we have it this year on an alabaster lamp, a piece more curious than beautiful, belonging to a later and less artistic age."

"One of the great discoveries made last season was that of Queen Shub-ad's harp. In one private grave this season we have found the remains of an instrument less splendidly decorated but essentially the same, and in another a harp of quite different type having 2 up-rights with a horizontal bar from which the strings descend to the sounding-box, such as is represented on shell carvings and mosaics."

Good Wreaths on an Infant.

"Generally speaking," the report continues, "the graves have shown no falling off in the richness of their contents, and a day seldom passes without producing some small object in gold. One child's grave has yielded unusually fine examples of gold filigree and cloisonné work; another, that of a tiny infant, had a set of miniature vases in silver and a very small gold cup, while on her head were gold wreaths and ornaments almost as elaborate as those of Queen Shub-ad herself, but all on a miniature scale."

"A silver vase with repoussé ornament of wild goats on mountain tops is, for this site, a novelty in technique, as was also an example of relief carving in wood, though here the wood had wholly perished, and it was only the impression left by it on the soil which enabled us to form some idea of the decorated furniture of the period."

In addition to Mr. Leonard Woolley other workers on the site include Mrs. Woolley, Mr. Whitburn, and Mr. Mallowan. The number of workmen engaged is about 150. Discoveries cover a period about 2,000 B.C.

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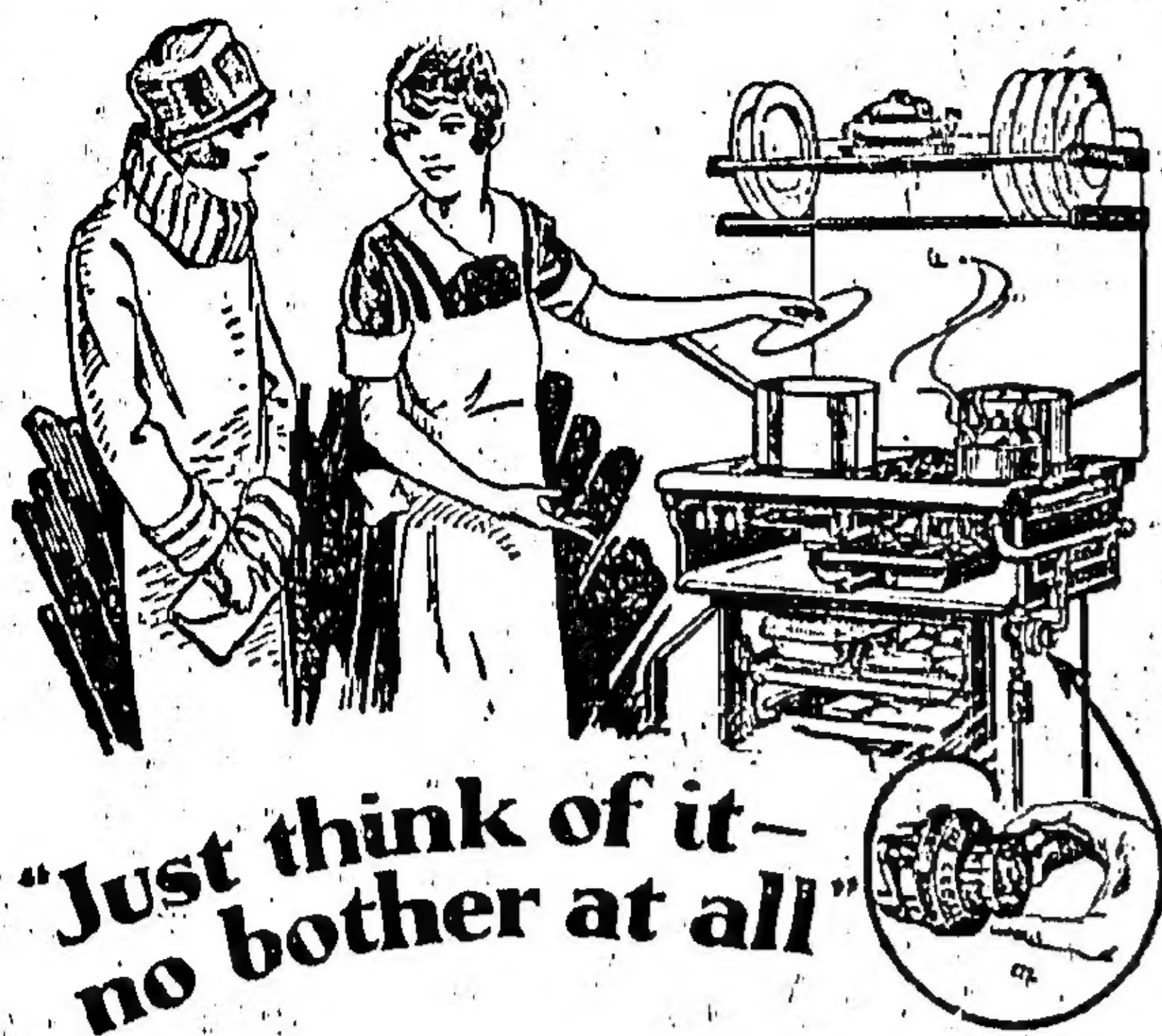
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Coates
ORIGINAL

PLYMOUTH GIN

OBTAINABLE.

EVERYWHERE.

WOMAN'S WORLD FOR OUR LADY READERS.

Common Sense.

IS BEST FOR BABY.

[By A Young Mother]

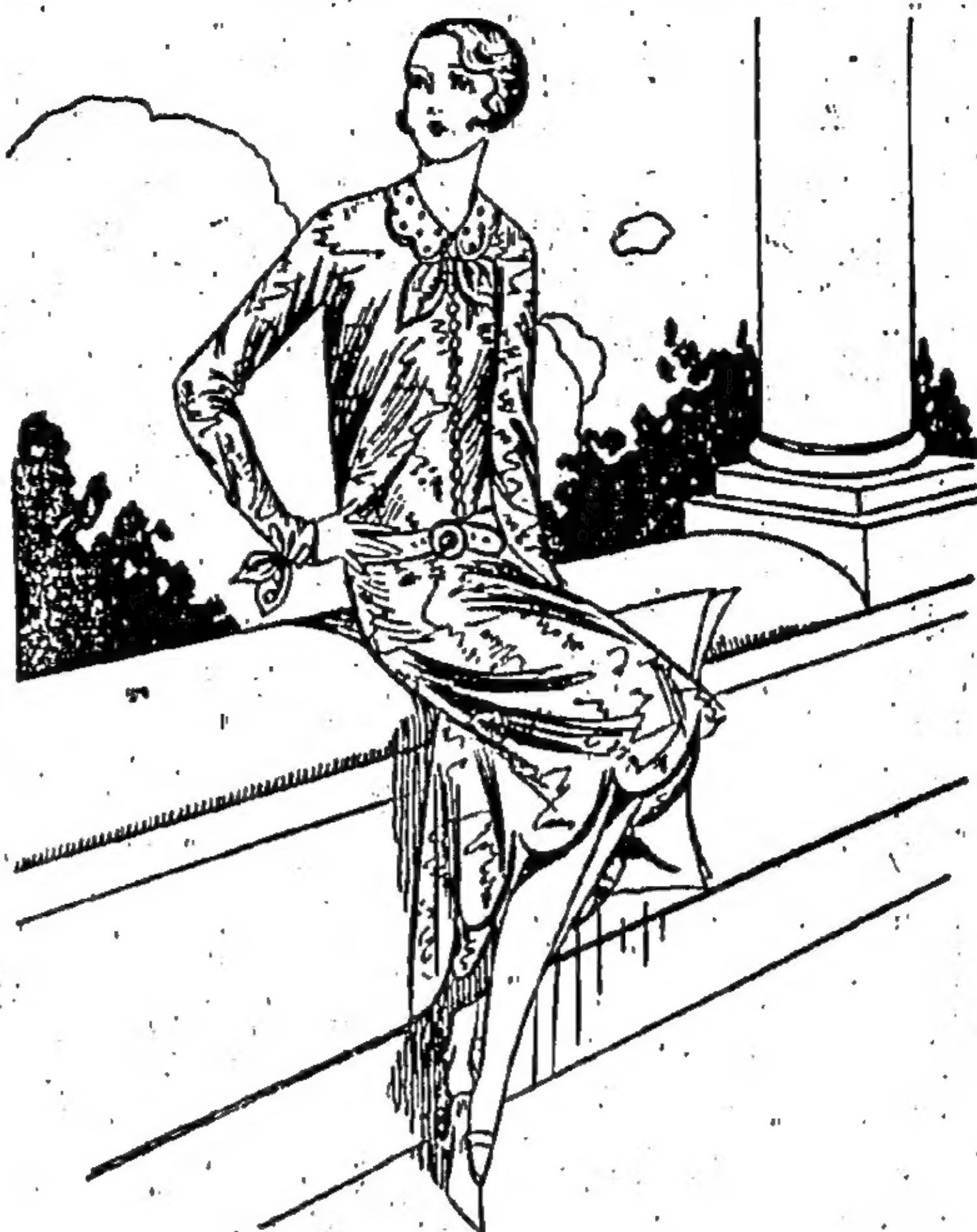
I asked one of my friends why her baby never cries, thinking that perhaps she had had special training in infant management. "Because," she replied, "I use my common sense and try to give him no excuse to cry. I feed him at strictly regular hours and hold him up against my shoulder afterwards so that he can bring up any wind. Discomfort caused by wind is the main source of tears. He learnt as a very tiny baby when to expect meals, and now we never hear any hunger cries between the proper times."

Make Sure He is Comfortable.

"Before I settle him to sleep I make sure that all his clothes are comfortable, for I used to make the mistake of pinning his napkin down so tightly that his vest pulled on the back of his neck. I make sure, too, that his fresh napkin is smoothly folded so that no crease can chafe him, and use a special guarded safety-pin which cannot easily become unfastened. I used to think that a baby couldn't be too warm, but now I know that he doesn't sleep soundly when he is hot. I only gave him just enough blankets to keep him comfortably warm, and he has a firm, not too soft pillow and mattress for the same reason. He sleeps out of doors when ever possible, but if he must be indoors I put the cot in an airy, draughtless position."

Never Let Him Be Frightened.

"I don't like him to wake suddenly in case he should be frightened, so I fix door, blinds, and windows so that they cannot bang or rattle. It is a mistake, however, to insist on absolute quiet in the house when baby is asleep during the day. Unless he becomes accustomed to the ordinary daily sounds in the house he will interfere with the normal life of the family. "It's only common sense, after all, and has become routine now. Baby sleeps soundly, and I get lots of time for sewing and reading. Besides, he is sowing the seeds of calm, serene habits for later life, so you see it is well worth while."



Motie silk is still very much in the thoughts of the designers, and one of the prettiest interpretations of the mode is found in this afternoon frock in a rich honeysuckle yellow tone. The even skirt is cut in wide scallops at hem, while the charming little fitting bodice buttons down the front and is finished with a scalloped collar of blue and white spotted georgette.

A Gift for Beauty.

[By a Chemist.]

Of all the gifts I receive there is none more acceptable or so delightfully refreshing as fragrant Eau de Cologne. It has a multitude of uses, and many choice luxuries can be prepared from it.

A few drops on a moistened toothbrush form a refreshing dentifrice. Added to the bath, it invigorates and rejuvenates the whole body.

Continental folks use it extensively as a beautifier. It has a bracing effect on the skin.

Here is a non-greasy cream which keeps the skin velvety smooth. Half an ounce of Eau de Cologne, half an ounce of glycerine, thirty grains of traganth, and two ounces of orange flower water. Mix the first three ingredients in a jar, pour in the water, and shake thoroughly.

Bath crystals can be made by sprinkling sodium carbonate crystals with Eau de Cologne. Pure green soft soap dissolved in it forms a tonic shampoo which has no equal for infusing vitality into hair that is dull and listless.

After the Dance.

After the dance or a long journey by car, when tiredness overtakes you, a little dabbed behind the ears and over the temples removes all traces of fatigue.

Perhaps it is in the sickroom that we appreciate Eau de Cologne the most. Burnt in a saucer, it purifies and sweetens the atmosphere, filling the entire room with a fragrant freshness. A few drops sprinkled on the handkerchief and applied to the forehead often checks headaches and cools a feverish system.

Everyone knows, of course, that Eau de Cologne will drive insects away and protect our wrists and ankles from midges. But we do not always remember that it is a valuable antiseptic, and can be

That Queenly Figure.

BY A BEAUTY EXPERT.

What woman would not like to be so distinctive, that she stands out from a crowd? The queenly, regal woman always does this, even though her features may be imperfect.

The old method of walking round the room with the body erect and a book on the head, has much to recommend it.

Also the famous German goose-step. While doing this the head should be thrown back, the hands firmly placed on the hips, and the steps taken leisurely.

Draw each knee up alternately. This exercise is tiring until the muscles are accustomed to the movements, but it is marvellously effective for the carriage, and keeping down superfluous weight.

A good exercise to strengthen the back is to lie flat on the floor and try to raise the body without assistance from the hands. This is difficult at first, but when mastered, there will be exhilaration instead of fatigue from the exercise.

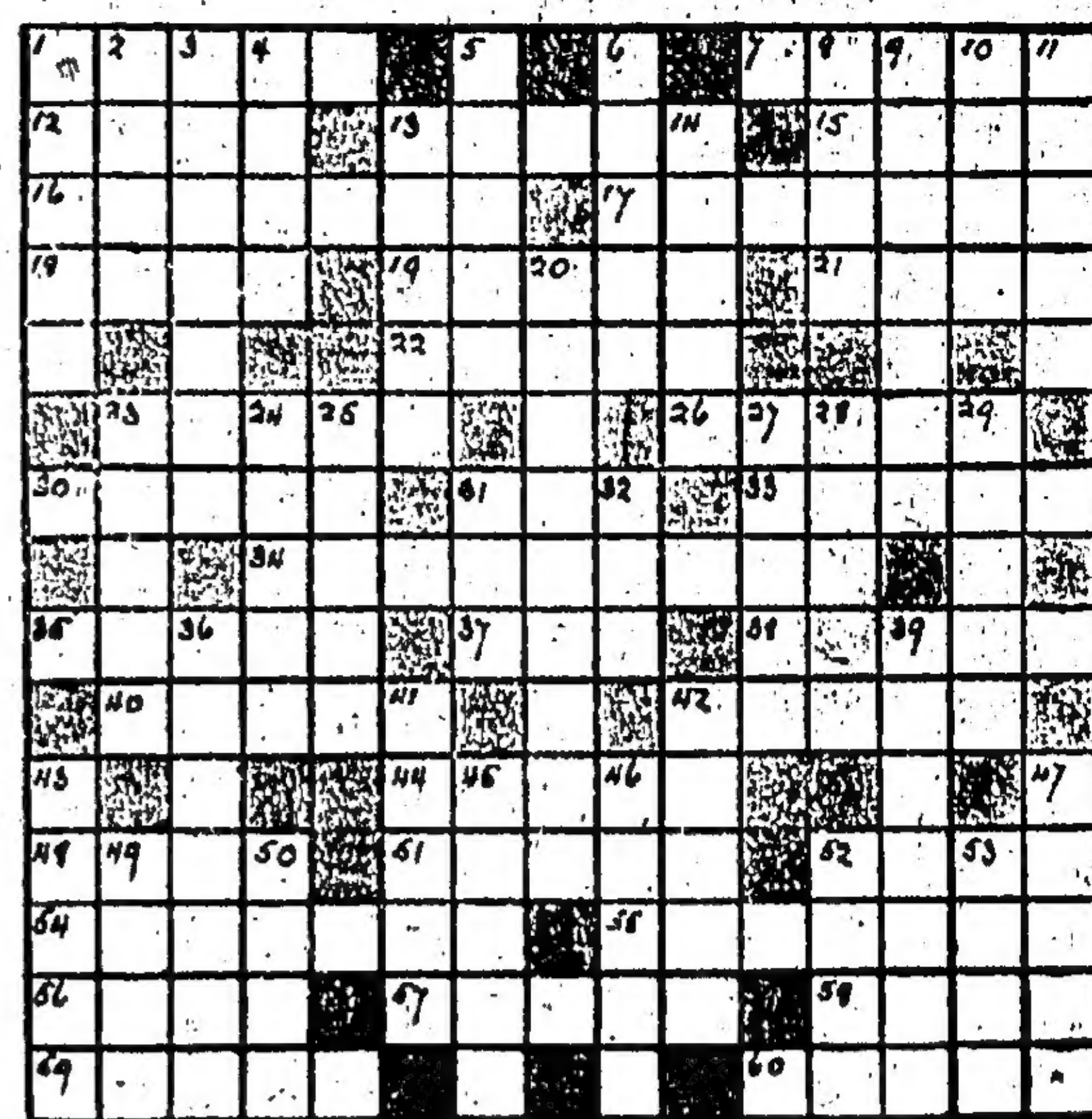
Any tendency to round shoulders can be corrected by shoulder braces, and suitable exercises, which include deep breathing.

applied to bites and stings. It quickly reduces the inflammation and obviates all risks of sepsis.

For bruises and sprains a little rubbed into the painful parts will work wonders. Joints and muscles aching from strenuous games respond to the same treatment.

Sprinkled on blotting-paper, it can be used for perfuming note-paper, invitation cards, programmes, and all manner of stationery. If a sheet is placed in the bottom of drawers and cupboards where clothing and furs are stored, Mrs. Moth will never venture in. She abhors it.

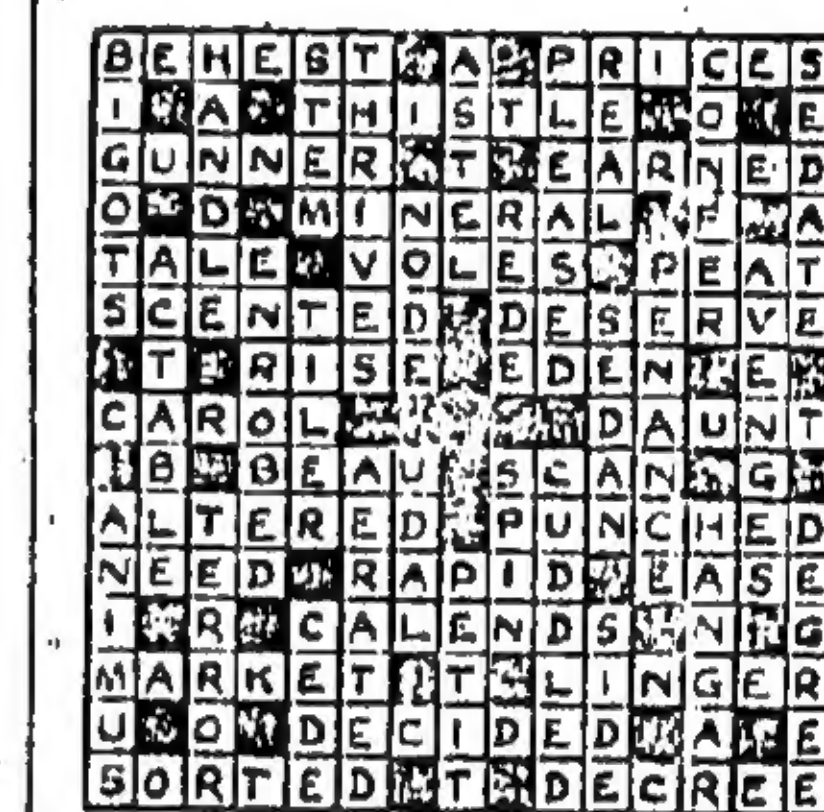
OUR NEW BRITISH CROSSWORDS.



- Across
- 1 Sacred cantata.
 - 7 External coverings of seeds.
 - 12 Elliptical.
 - 13 Musical string.
 - 16 Move in water.
 - 16 Stampede.
 - 17 Blooming.
 - 18 Forthwith.
 - 19 Pointed missile.
 - 21 Boil slowly.
 - 22 Stock.
 - 23 Mountain lakes.
 - 26 Metallic pin.
 - 29 Teacher.
 - 31 Adjoin.
 - 32 Nodated.
 - 34 Momentary.
 - 35 Kind of boat.
 - 37 Consumed.
 - 38 Weird.
 - 40 Peers.
 - 42 Command.
 - 44 Feeling of restraint.
 - 48 A person's decease.
 - 51 Cylindrical stage in life history.
 - 52 Figure on an escutcheon.
 - 54 Narration.
 - 55 One who uses a sling.
 - 56 Appear.
 - 57 Taunts.
 - 58 Hint.
 - 59 English county.
 - 60 Stupid persons.

- 10 Aerial toy.
- 11 Swimming birds.
- 13 Kind.
- 14 Endow.
- 20 Place where ships anchor.
- 23 Perpendicular.
- 24 Part of an electric generator.
- 25 Went astray.
- 27 Interior.
- 28 Choose.
- 29 South American animal.
- 31 Collection of sayings.
- 32 Expire.
- 36 Observes.
- 39 Argue over again.
- 41 Something thin, with roughness.
- 42 Gems.
- 43 More sick.
- 45 Remaining fragment.
- 46 Screw.
- 47 Poetry.
- 49 Produce honey.
- 50 Occasion.
- 52 Formerly.
- 53 Sediment.

Yesterday's Solution.



NOTICE

CHINESE NEW YEAR HOLIDAY
FEBRUARY 10 TO 13 INCLUSIVE

As we are going to close our Stores for Chinese New Year Holidays from February 10 to 13 inclusive, customers are kindly requested to look into their wants for these few days and send in their orders in plenty of time ahead, so as to avoid delay which may be occasioned by pressure of work during Chinese New Year's Eve.

Stores Open on Feb. 9th Up To Midnight

THE SINCERE Co., Ltd.
THE HONGKONG EMPORIUM.

All departments of Messrs. A. Dispensary, Dispensing Department, will be open for dispensing prescriptions from 10 a.m. to 1 closed on Monday and Tuesday, p.m. and from 6 p.m. to 7.30 p.m. February 11 and 12. The Hongkong on both these days.

VAPO-HALINE

Gives instant relief to a cold
In the head.

Directions:—Put a few drops on a handkerchief or in hot water and inhale frequently.

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PILSNER URQUELL,

brewed at the town of Pilsen, from
which it derives its name.

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URQUELL**, the original
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**GROCERIES
DURING THE HOLIDAYS.**

**ALL BRANCHES WILL BE
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EAST POINT
KOWLOON**

**WILL OPEN ON MONDAY AND
TUESDAY (HOURS AS FOR SUNDAYS.)**

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**GROCERY DEPT. WILL BE OPEN ON
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Lane, Crawford, Ltd.

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HEAVY OIL ENGINES

VERTICAL AND
HORIZONTAL CRUDE

OIL ENGINES FOR
ALL PURPOSES.



MADE IN MANY SIZES

From

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DODWELL & Co., Ltd.

Sole Agents for China.

Tel. C. 1030

**The
Hongkong Telegraph.**

SATURDAY, FEB. 9, 1929.

THE NEW YEAR.

To-day marks the end of another Chinese year—the Year of the Dragon, as it has been known. The Year of the Snake commences to-morrow. Despite all the efforts that have been made to induce the Chinese to adopt the Gregorian Calendar, the old method of reckoning time still continues to be in favour. Old traditions and customs die hard, and for that reason we imagine it will be many years yet before the Chinese wholly discard the Lunar Calendar. The National Government may, as it has done, ordered recognition of the Western style of calculating time, and they may even decree that certain newspapers must refrain from observing the holidays usually associated with Chinese New Year. But that will not prevent adherence to the old tradition. The wonder is that the authorities do not prohibit the printing of Chinese calendars, with a view to preventing the masses from knowing what day of the month it is! Even if they did, though, the law would doubtless be honoured more in the breach than in the observance. After all, there is something picturesque and attractive about Chinese New Year, and for many reasons it would be a pity if the celebration thereof were to die out. We are all for modernity and a practical outlook on life; but we see little to be gained as yet by the scrapping of the Chinese Calendar. In passing, it may be borne in mind that the Jews, the Mohammedans and the Hindus still cling to their own methods of time calculation, and we do not know that they are any the worse for it. It should also be remembered that England was very many years behind the rest of Europe in adopting the Gregorian Calendar.

Leaving aside the point whether or not it is expedient that the Chinese should change their method of reckoning time, the fact is that to the great bulk of the people a New Year begins to-morrow. It is a year which all well-wishers hope will witness marked progress in the affairs of the nation. The immediate outlook is far more promising in this regard than it has been for many a long year. The National Government appears to be sitting comfortably and safely in the saddle, with the reins of office firmly gripped. Summarising the situation, it can be said that the

future depends in the main on the ability of the Nanking Government to maintain peace and order and to reduce the armies so as to avoid bankruptcy. It is to the credit of the National leaders that they have prevented serious warfare since assuming power, even in districts which only nominally owe them allegiance. Their ability to keep peace means everything for trade, and as the Government seems anxious to maintain the integrity of the present foreign loans—reallising the necessity for further borrowing for reconstruction purposes—there should be little fear of further international complications. One of the most reassuring features of the situation is that new Treaties have been concluded with most of the Powers, thus removing many of the grounds for possible friction. The extrality issue has not yet been disposed of, admittedly, but although Dr. C. T. Wang some time ago expressed the hope that the system would be abolished very soon, this is regarded rather as a sop to the extremists, there being no apparent intention at the moment of pushing the matter.

With better and more sincere relations existing between China and the Powers, the hope is quite natural that the New Year may witness a great revival of trade in all parts of the country. The Western nations are looking hopefully towards that prospect, and Hongkong, as a great distributing centre, should share in the increased prosperity that will result if present prospects are borne out. Our sincere hope, which we feel sure is widely shared, is that the Year of the Snake may prove in every way propitious for China and the Chinese, to whom we extend our hearty felicitations.

Home Rule for Scotland.

The revival of the cry of Home Rule for Scotland, which has received much publicity in Home papers recently, is unlikely to meet with a wide measure of support, even apart from the very considerable expense that would be involved. There is no reason to suppose the North Midlothian district, where a by-election recently took place, to be in Scottish Ulster, yet the first venture of an out-and-out Nationalist here resulted in debacle. Mr. Lewis Spence polling only 842 votes and forfeiting his deposit money. His experience seems to suggest that the time is not ripe for giving expression to the distinctive Scottish spirit through a separate Scottish Parliament and a separate Ministry, and we suspect that it will be a blow from which the Devolutionists will not soon recover. The humour of the situation is provided by the Liberal Party, which seems to be developing the habit of seizing on partisan and remote causes in its fame in the land. Sir Herbert Samuel, Mr. Lloyd George's chief rival as a spokesman, recently nailed the Scottish Home Rulers' flag to the mast of Liberalism, but ventured the rather naive suggestion that the latter should not endeavour to work through their party, the Nationalists, as they are more likely to attain their end by supporting the Liberals, pledged as they will be to promote a Nationalist programme. Mr. Lewis Spence's appearance in the field against a Liberal candidate has not, we hope, destroyed Liberal sympathies. There is, admittedly, something in the Scottish claim. A new situation has been created by the grant of Dominion status to the Irish Free State, and in theory, there can be no reason why Scotland should not enjoy the same privilege. In practice, however, little advantage is to be derived. It is economically unsound to run a first-rate government for second-rate affairs, and there is nothing we can see in a Scottish political programme, short of secession, that is not in the political scale second-rate and that cannot be managed with equal ease and facility and with equal satisfaction in London. To establish a new Executive and a new Parliament costs a great deal of money, for which the value received would seem to be greatly inadequate. Incidentally, the Glasgow Socialists would vegetate in such changed atmosphere.

DAY BY DAY.

**DARKNESS, THAT HERE SUR-
ROUNDS OUR PUBLISHING UNDER-
STANDING, WILL VANISH AT THE
Dawning of ETERNAL DAY—Boyle.**

Owing to the Chinese New Year holidays, there will be no further issue of the *Telegraph* until Tuesday.

Mr. Philip Jacks has resumed duty as Land Officer.

Mr. Warren Swire, head of Messrs. Butterfield & Swire, has been making a brief stay in Shanghai.

Mr. John Roskrugs Wood, having returned to the Colony, resumed duty as Police Judge on the 1st February.

Rev. Father Froc, Director of Saccawei Observatory, and Mr. A. H. Rowe arrived in the Colony on the s.s. Tonkin from Haiphong.

Owing to Chinese New Year, there will be no matinee performance to-morrow at 2.30 at the Star Theatre. Other shows are as usual.

A new regulation makes Cheung Chau Island a prohibited area wherein no wild bird of any description other than vermin shall be killed, wounded or taken.

His Excellency the Governor has approved of the promotion of Lieutenant Maurice George Noll to the rank of Captain in the Hongkong Volunteer Defence Corps.

New Kowloon Inland Lot 1207 is to be offered for sale at the P.W.D. offices on the 25th instant. It has an area of about 9,103 square feet and the upset price is \$11,385.

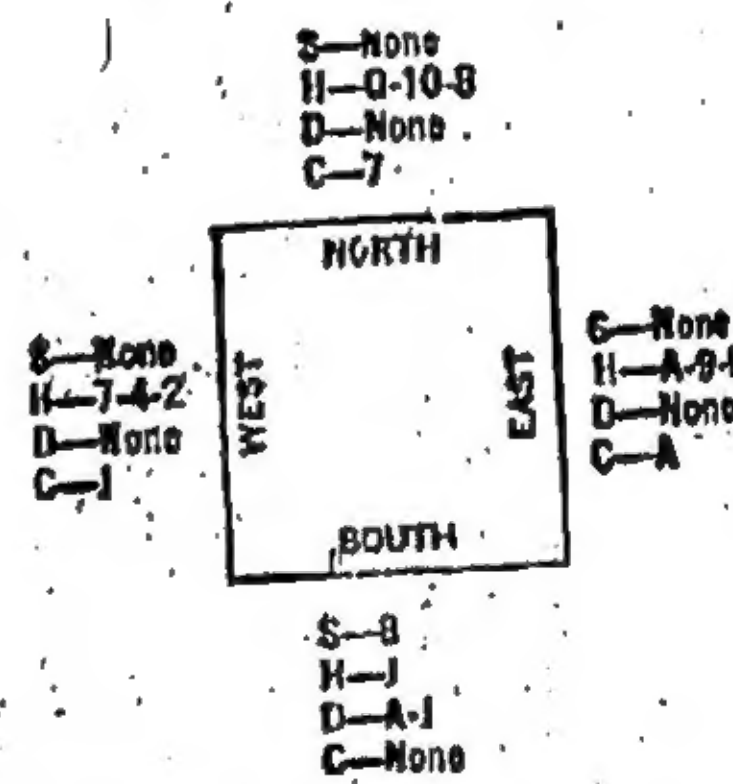
It is notified that the Yuet Tung Steamship Company, Limited, will be struck off the Companies Register, if it fails to obtain a certificate to commence business within two months.

An election of a J.P. to serve on the Licensing Board during the absence of Mr. H. B. L. Dowbiggin is to be held at the Supreme Court on the 20th instant. Voting will last from 4 to 6 p.m.

His Excellency the Governor has, under instructions received from the Secretary of State for the Colonies, appointed Dr. W. B. A. Moore, L.R.C.P., L.R.C.S. (Ire.), D.T.M. & H. (Lon.), to be Deputy Director of Medical and Sanitary Services.



BY FAYAN MATHEY.



Clubs are trumps and South has the lead. North and South must win two of the four tricks.

The Solution.

Like the puzzle of two days ago, this also requires overplaying partner's high card. Here, however, the purpose is not that of providing a re-entry for a needed finesse but to take the lead from your partner so he will not be placed in a bad position.

South leads the jack of hearts, North plays the queen, and East lets the trick hold. But instead of making a heart return, North leads a trump. Now East instead of South is placed in a bad position—for the simple reason that North's ten of hearts cannot be prevented from taking the last trick.

If East had taken the first heart lead with the ace, it would have been of no help to him whatever. He would have only been forced to lead a heart from his nine-six to North's ten-eight, giving the latter two tricks in the suit. But if North had not overplayed South's opening lead of the jack, East would have permitted the trick to hold. South's next lead would have then been trumped by West's jack, with East discarding a heart, East and West easily taking three tricks. If the opening lead is a spade or a diamond, West trumps at once with the jack.

LITERARY CRITICISM.

Some Aspects Considered.

It is long since the priests of criticism, the "Legislators of Parnassus," were deprived of their sublime authority. Today, even the professional critics are without a diploma, and the amateur can hold his own against them. All of us who read books are critics. All of us find ourselves passing some sort of judgment on what we read, and exchanging ideas with others. Part of the fun of reading is to talk and read about reading. In books, in periodicals and in conversation, the ball of opinion is thrown backward and forward. The whole community in which we live vibrates with ideas drawn somewhat out of experience and reflected somewhat in the ever-changing mirror of literature.

Take any book which most of us were reading not long ago, say, "The Bridge of San Luis Rey." During the time of reading it afforded each of us an individual and private experience; we were alone with the author and the characters. But soon this private affair became a social affair. Scores of thousands of other persons in Britain and America were reading the same book. Each had formed certain impressions of his own, but these were soon jostling up against the impressions formed by others, till a sort of collective opinion formed in the air about us.

It is from this social atmosphere, thus perpetually modified, that fresh, new material is presented, from which novelists make novels and poets poetry. The critical faculty is busy at every stage of the process, both in writers and in readers, deciding what we are to think, what we are to admire, what we shall praise or deprecate. It registers our perception and taste at any given moment. In the long run, this critical faculty determines the perception and taste—or what we call culture—of a whole age.

Clearly, then, we ought not to think of it as primarily existing to disparage and condemn. We need not think of the critic as the "dank-haired" chatterbox of Keats, as one of those "tinklers" to whom Ben Jonson alludes, "that make more faults than they mend ordinarily," still less as "a malignant deity who dwells," according to Swift, "on the top of a snowy mountain in Nova Zembla." No doubt, when the critic is exercising his faculty of things, he may be any one of these things. But whatever our view of him, we cannot escape the fact that he is with us all the time; he is all about us. What directly concerns us is that our own critical faculty should not be carping, or over-tolerant, or above all, dulled. And what concerns the world is that those who are most effective in making their opinions prevail should be those whose taste is just.

We cannot legislate for the world, but we can legislate for ourselves. We can examine the grounds of our own taste, and see if we are giving a fair chance to our own critical faculty—remembering all the time that criticism is much more a matter of liking rightly, and approving, than of condemning; for we only condemn in the light of what we admire. It is our own taste that we are concerned with first of all. Perhaps I may assume a reader who was already acquainted that knowledge of the language of literature which comes from reading the acknowledged best; that he is aware of the value of having in his memory "lines and expressions of the great masters," which Arnold bids us use as touchstones of high quality; and that he is prepared to take the pains enjoined by Longinus, who said that "judgment of literature is the long-delayed reward of much endeavour."

But these general counsels, salutary as they are, do not tell us how to approach this or that new book, in which we may discern nothing in common with the classics. Models—even if we were willing to accept them on authority—are not enough. Still less will fixed rules like the old laws of the three Unities be acceptable, for a single genius who breaks them is capable of upsetting them for ever. Whilst rules are repugnant to us, even the guidance of excellent models is not

enough to show us the secret of all excellence, which may exist under new and perhaps startling forms.

So we are driven back upon ourselves. And here there is at least one course which we may take. We may endeavour to be sure, before we judge the author, that we have understood him. Before we can begin to criticize him justly, we must have seized his meaning, and caught the shades of thought or subtleties of mood he sought to convey. Sainte-Beuve was at great pains to show how we should endeavour to know all that can be known about an author, so that we may recognize the fruit by the tree—so that we may understand him. If we bring tact and fineness of sympathy to our study of him, we shall see what it is that an author tried to express as distinguished from what he only partially succeeded in expressing. We are unquestionably justified in praising him as a stylist if he has perfectly succeeded in transcribing, not mere fact, but what Pater calls his "sense of fact." If the author has succeeded in expressing his idea, to that extent he merits praise; if not, he had failed in the first essential.

But this merit of style is surely not enough in determining the excellence of a book—though I know it is fashionable in some circles to-day to insist that nothing more is needed. "Just there," said Mr. Earle Welby in an English newspaper recently, "is the final test of the critic, in his ability to refer a writer's achievement to his ideal work... to what his work... might have been in a faultless correspondence to the writer's own unique sense of the world." If that were all the critic could do, the test would be against him. Walter Pater himself, as I have pointed out on another occasion, very nearly fell into this error. There seemed to be a moment for him when the art of literature was only a question of style, or the "finer edge of words." But he pulled himself up sharply. "Great art," he said, "has something of the soul of humanity in it; it finds its logical, its architectural place in the great structure of human life."

And that brings us to the point where our reader, having mastered the book before him, having satisfied himself—shall we say—that the author has more or less adequately expressed what he meant, has to face a further question. Was this thing that the author meant to express worth expressing? Was this, as an imaginative feat, worth while? Does it, as a work of art, satisfy our demands for what is beautiful? This picture in the artist's imagination, we remember, is put before us as something which is to persuade us that it is alive. We all agree that it has to "convince" us. It has to have something of the quality of ordinary living, and more than its vividness. A work of art must be true in the sense that it shows one thing in its just relation to other things, as intuitively recognized.

The supreme duty of the critic is to put himself at the viewpoint of the writer; and he must possess also the writer's instinct for appreciating human life itself, which is the artist's subject-matter. That is why Ben Jonson wrote that "to judge of poets is only the faculty of poets." That may not be quite enough for the critic; but at least he must not be without the artist's gift of intuition.

No man can be a critic of art unless he can put himself at that viewpoint. "Every genius is born a critic of art," said Lessing. "He has within himself the evidence of all rules." It is not surprising that among the greatest writers of the world there should be so many who were also great critics—Aristophanes, Horace, Dante, Sidney, Ben Jonson, Dryden, Voltaire, Coleridge, Wordsworth, Goethe, Schiller, Matthew Arnold, and in a lesser degree, Poe. That may suggest a hard battle for the critic. But it may also be reassuring to him. For if one side of his work is exacting, it is sweetened by camaraderie with these great delicates.—R. A. S. J. in the *Christian Science Monitor*.

LOCAL WEDDING.

MR. E. L. VAS—MISS H. M. SILVA.

An interesting local wedding took place at the Roman Catholic Cathedral this morning, the contracting parties being Mr. Edwardo Leonel Vas (youngest son of the late Mr. and Mrs. Marcel Vas), of the staff of the P. and O. Bank, and Miss Hilda Maria Silva (second daughter of Mr. and Mrs. Paulo da Silva). The Rev. Fr. Rossi, assisted by other clergymen, officiated.

The bride, who was given away by her uncle, Mr. Richard Silva, attired in a white georgette dress

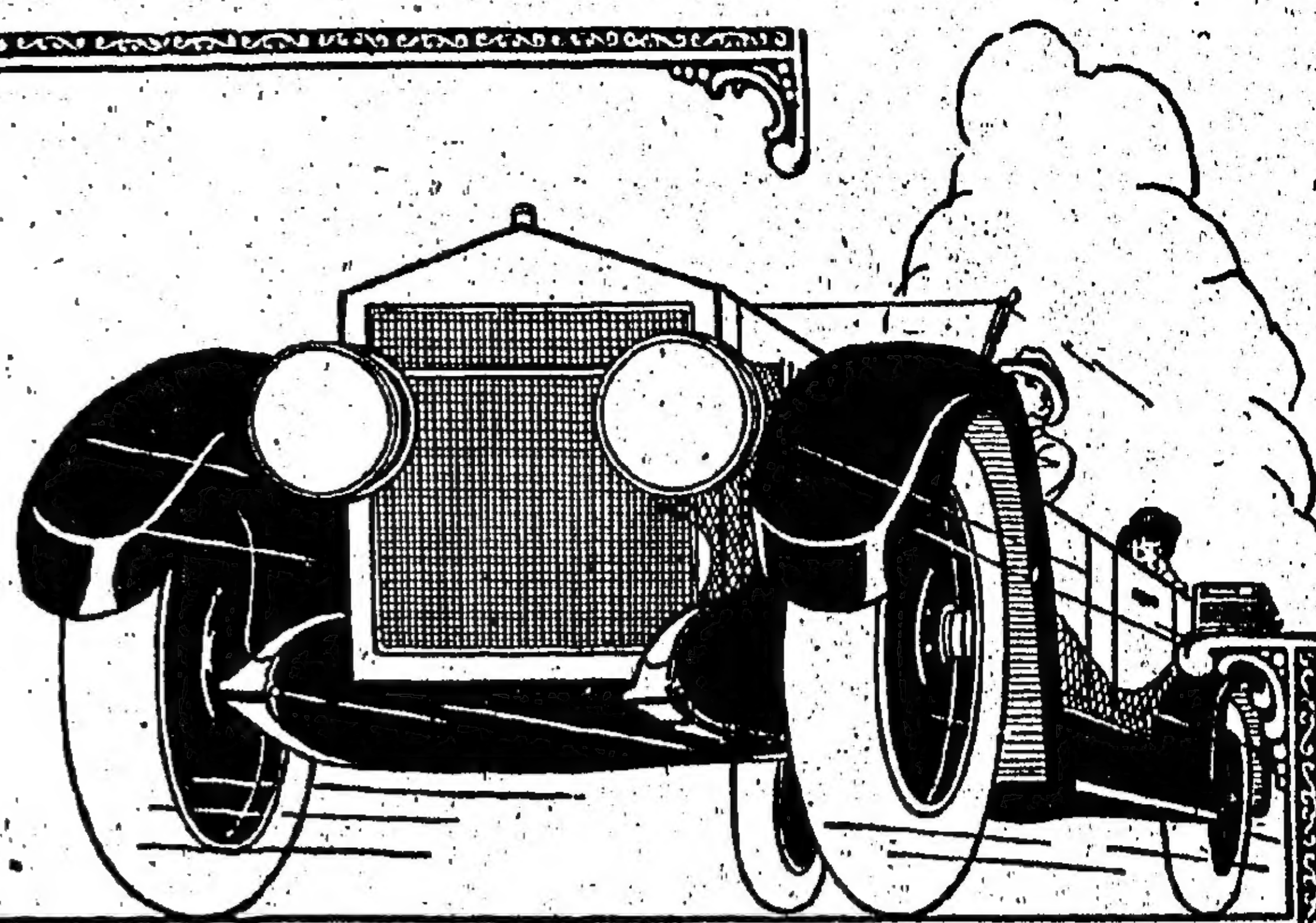
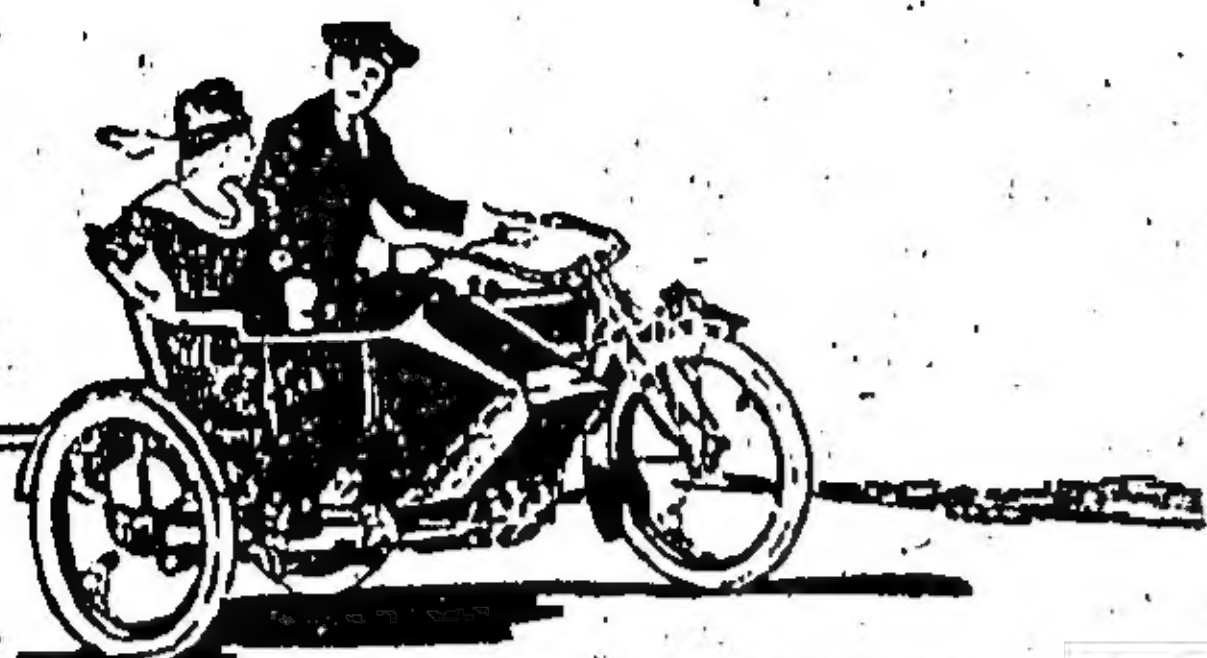
trimmed with orange blossoms and silver beads, and she carried a bouquet of white roses and orange blossoms. She had as her bridesmaids, Misses Marie Lydia Gutierrez, and Herclia Silva, who wore dresses of blue georgette and blue silk. They carried bouquets of tea roses and ferns.

The bride's mother was attired in a tan coloured dress of soft satin. Messrs. H. Rosario and Charlie Vas were the groomsmen.

Subsequently a reception was held at the home of the bride, St. Joseph's Building, Robinson Road, and later the couple left for Repulse Bay, where the honeymoon is being spent. The bride's going-away dress was of mauve georgette trimmed with lace, with hat to match.

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH
SATURDAY, 9th FEBRUARY, 1929.
Being The Official Organ of
THE HONGKONG AUTOMOBILE ASSOCIATION.



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*(Use motor that pumps oil to an oiling.)

IF ANY motor on your farm is pumping oil, you can save this waste by installing PERFECT CIRCLE Oil-Regulating rings. You can get 1000 or more miles to the gallon of oil in passenger car motors and proportionate savings in other motors. And for real power... replaces the plain rings with PERFECT CIRCLE Compression rings.

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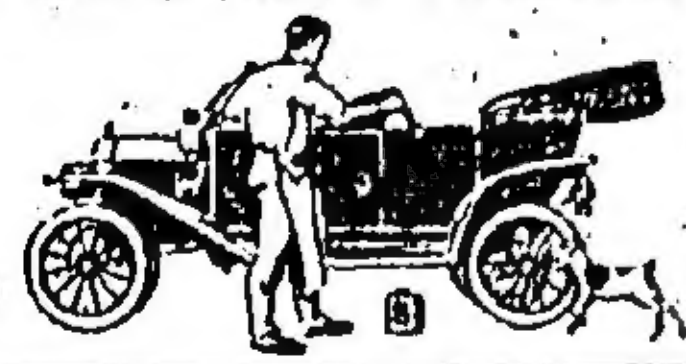
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CURRENT COMMENT

H.K.A.A.

Owing to his impending departure from the Colony on well-earned leave, the Rev. G. E. S. Upsdell has resigned his appointment as Honorary Secretary of the Hongkong Automobile Association. His work has been taken over by Mr. C. P. Mareel, and members will greatly assist by addressing all enquiries to the Hon. Secretary, H.K.A.A., c/o The Hongkong Telegraph. It is requested that this be noted by all who desire to communicate with the Association.

Dairy Farm Corner.

Certain activity at the corner near the Bishop's House on the lower Albert Road (by the Dairy Farm premises) would seem to indicate that there is a possibility of the road being widened in that locality. The corner in question is without doubt one of the most dangerous in the Colony, especially now that Ice House Street is opened to motor traffic. There appears to be plenty of space available, by cutting away part of the hillside adjoining the Bishop's residence, and it is quite clear that a very great improvement would be effected by so doing. The road serves as the main route to the Hollywood Road district, and the fire which occurred early in the week, again drew attention to this dangerous corner when fire-fighting machines are speeding along the route.

Useful Hints.

The attention of members of the H.K.A.A. is drawn to the Association's Handbook, which contains amongst other valuable information to motorists, a series of useful hints for chauffeurs. These hints are given on pages 50 to 55, and as many Chinese drivers can read English, their employers should take steps to ensure that these hints are read and acted on.

Causeway Bay.

There always seems to be a certain amount of traffic congestion near the Causeway Bay tram terminus, and an effort should be made to improve matters. More room is needed on the sea-side, and we were under the impression that portion of the mud flat was to be reclaimed. We suppose that by degrees, all such localities will be improved, taking into consideration the ever increasing traffic. This particular place should be one of the first to receive attention.

Road Hogs.

Reports have been made to us of instances when drivers have refused to give way to rear traffic in uncontrolled areas, several cases occurring on the Island Road. Some individuals apparently object to cars passing them, although their own speed may not be by any means high. This attitude is most selfish, and betrays a lamentable lack of road courtesy. If the road

is clear and another car wishes to pass, every driver should pull over to the left and signal the following vehicle to pass ahead.
Traffic Control.

The other afternoon a private car drove up towards the Peak Tram Station, stopped when abreast the island and backed on to the space recently provided to the left of the road as a stopping place for motor vehicles. The actual position taken up was at a right angle with the car backed to the kerb just by the bus "stopping place" post. The driver proceeded to get out of the vehicle, and walk away down Garden Road, oblivious of the fact that his car was upsetting the traffic arrangements brought about by the provision of this stopping place. Several cars arrived, and finding the correct stopping place obstructed, proceeded to stop at the old place directly opposite the Tram Station entrance. The surprising part of the whole thing was that the Chinese traffic constable stationed in the centre of the road just opposite Volunteer Headquarters took no steps whatever to instruct the driver that he could not park at that particular place. We presume that the constable had received instructions, but possibly they were not sufficiently definite.

Holiday Ferries.

During the Chinese New Year Holidays, vehicular ferries will ply between Hongkong and Kowloon as follows:-

Sunday.—At the hour from Kowloon and the Half-hour from Hongkong from 8 a.m.

Monday.—The same service as on Sunday.

Tuesday.—One launch will be available by arrangement. Note.—The ferries continue running until dark, approximately about 6 p.m. This is generally understood by motorists who make use of the service.

10 Passenger Car.

We hear that a ten-passenger car has arrived in the Colony! Large cars are again becoming popular all over the world, but a ten-seater is surely an innovation. Humourists will probably picture one equipped with davits and carrying one of the "baby" vehicles as a dinghy. However, the car we hear about is the product of the Chrysler factory, so that from such a reputable concern it must be taken seriously. After all, it cannot be as large as some of the buses, and some of our larger families must find it a problem to accommodate every member in even one of the existing seven-seater types.

purchase a car of the type he uses at home, and so satisfied was he with the way it behaved in the neighbourhood of the capital that he decided to include it in his convey when he started on his run through the wilds of Northern Rhodesia. Although this type of car is certainly not intended to be used over the almost trackless country met with on this journey, it held its own with the cars designed for the work which formed part of the convey.

CHECKS ROAD CRASHES.

Traffic accidents have been decreased in Cambridge Road, England, by painting tree trunks and curbs black and white. This checkered effect enables a motorist to see road bounds more clearly on a foggy night.

LONDON'S GHOSTLY TRAFFIC POLICE.



A policeman on point duty at Ludgate Circus wearing white rubber coat for the first time.

MORE SPEED.

Segrave's Ambitions on Land and Sea.

DETAILS OF WONDER CAR.

London, Jan. 4.
The Daily News states that Major Segrave, whose 450 h.p. car is now ready, will again attack the speed record on Daytona Beach (Florida), and expects to average from 255 to 260 miles an hour. The car is potentially 50 miles an hour faster than any existing land machine, and is practically uncapable.

Major Segrave will leave Southampton on January 30, taking with him the car and a 1000 h.p. motor boat to tackle the American record of 92 miles an hour. The motor boat, which is faster than any other British craft, will be tested on Southampton water.

The steering wheel is in the dead centre of the car. Direct steering controls connect the front wheels. A rakesight is affixed as a directional aid, and will be trained on a huge target at the end of the 17-mile course. The car's body weighs 4 cwt. and is armor plated to prevent indentation in the event of overturning and to preclude Segrave's body coming in contact with the ground.

A REAL TRIUMPH!

Rider's Remarkable Hill Climb.

ON 1925 MODEL.

Mr. J. McCall, junr., of Ramsey Place, Dumfries, quite recently made a remarkable climb up Criffel Hill to the Waterloo Monument on a 1925 4 h.p. Triumph motor cycle. The machine went up rough paths, through moss and heather, rocks and marsh, and in spite of the slippery condition of the road, owing to bad weather, the rider covered the distance in 35 minutes, taking 25 minutes to descend. There was a watersplash at the foot of the hill.

After the feat the rider covered a 60-mile journey, and the machine, which is still in perfect condition, with the original piston, has covered over 40,000 miles.

The climb of the hill was two miles, and constitutes a feat which has never been accomplished before on a motor cycle.

GET FREE RIDES.

An oil company in Okmulgee, Okla., introducing a new process oil, is giving a free airplane ride to everyone purchasing a \$5 oil book.

CRASH RECORD.

Moscow Has. It.

ONE IN THREE INVOLVED.

The world's record for the largest number of accidents per motor car in a city may justly be claimed by Moscow.

One in every three vehicles was involved in a serious mishap there last year, statistics show, while the buses, of which the Red capital is so proud, each averaged three accidents during the year.

As motor traffic in the city is comparatively light, the total number of persons hurt was small, despite the high average by cars.

The narrow, cobblestone streets of Moscow are scarcely suitable for motor cars—a fact which drivers do not take into account.

TRAFFIC CONTROL IN LONDON.

An Innovation to be Tried.

THREE COLOURS USED.

A new system of street traffic control signals is to be brought into operation in London shortly, which will obviate the necessity of detailing police constables at busy street corners and release them for more important duties. The system will take the form of illuminated posts on the edge of the pavement. The posts will each be nine feet six inches in height, and at the top will be three illuminated discs, one underneath the other indicating "Stop" (red), "Caution" (amber), and "Go" (green). One post with the three signs will be placed at each of the four corners of a junction and will automatically warn on coming traffic. In addition there will be white lines with the word "Slow" painted on the road surface at a short distance from the road crossing. The discs are so constructed that there will be no necessity to illuminate them artificially in the daytime but they will be electrically lighted at night. The four posts at any one junction will be electrically controlled from a junction box and will be so arranged that they can be worked automatically, manually, or by a combination of both means. When controlled automatically, the colours on the two corresponding posts will coincide, the red and green lights being visible alternately for a period of about seventeen seconds and in between the two the amber caution light will be illuminated for about three seconds, this being considered a sufficient length of time to warn oncoming traffic to wait until the next signal is seen. The latter signal, of course, might be either red or green, according to the sequence. The new traffic control has been in operation in Leeds for some months with entire success.

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BIG TWIN TWELVE H.P.
SINGLE OR DOUBLE
SIDE-CAR (THE BEST MODEL FOR
PASSENGER WORK).

\$1,100 FULLY
EQUIPPED.

750 c.c. TWIN SEVEN H.P.
IDEAL FOR SOLO WORK.
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350 c.c. SINGLE THREE & HALF H.P.
O.H.V. TWIN PORTS.
THE FAMOUS HARLEY LIGHTWEIGHT.
\$600 FULLY
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RIDE ONE OF THESE

1929 "HARLEYS"

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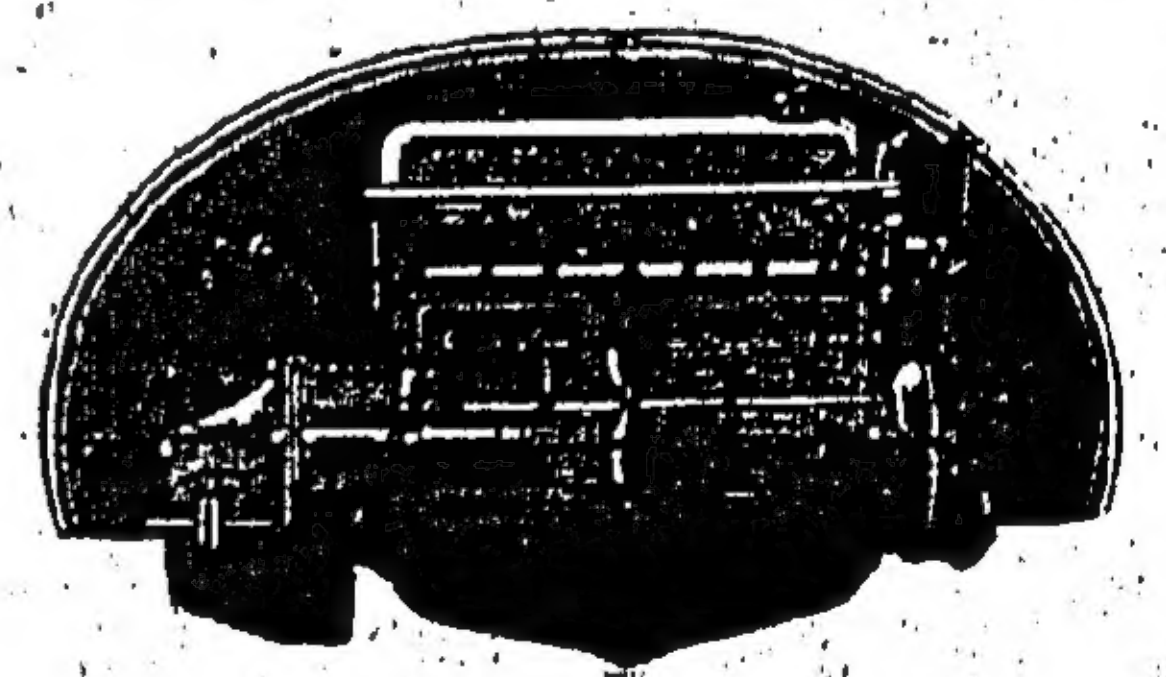
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MOTORIST!



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To use anything but the best procurable oil in the car of to-day is an injustice to a magnificent engineering achievement. Modern high efficiency engines make demands upon the oil which were unknown a few years ago. High speeds require above all a high quality lubricant. Mobiloil backed by more than half a century's experience and specialization in lubrication, meets these demands perfectly, protecting every moving surface. That is why more than 600 Motor Manufacturers approve the use of Mobiloil and endorse the recommendations of the Mobiloil Chart.

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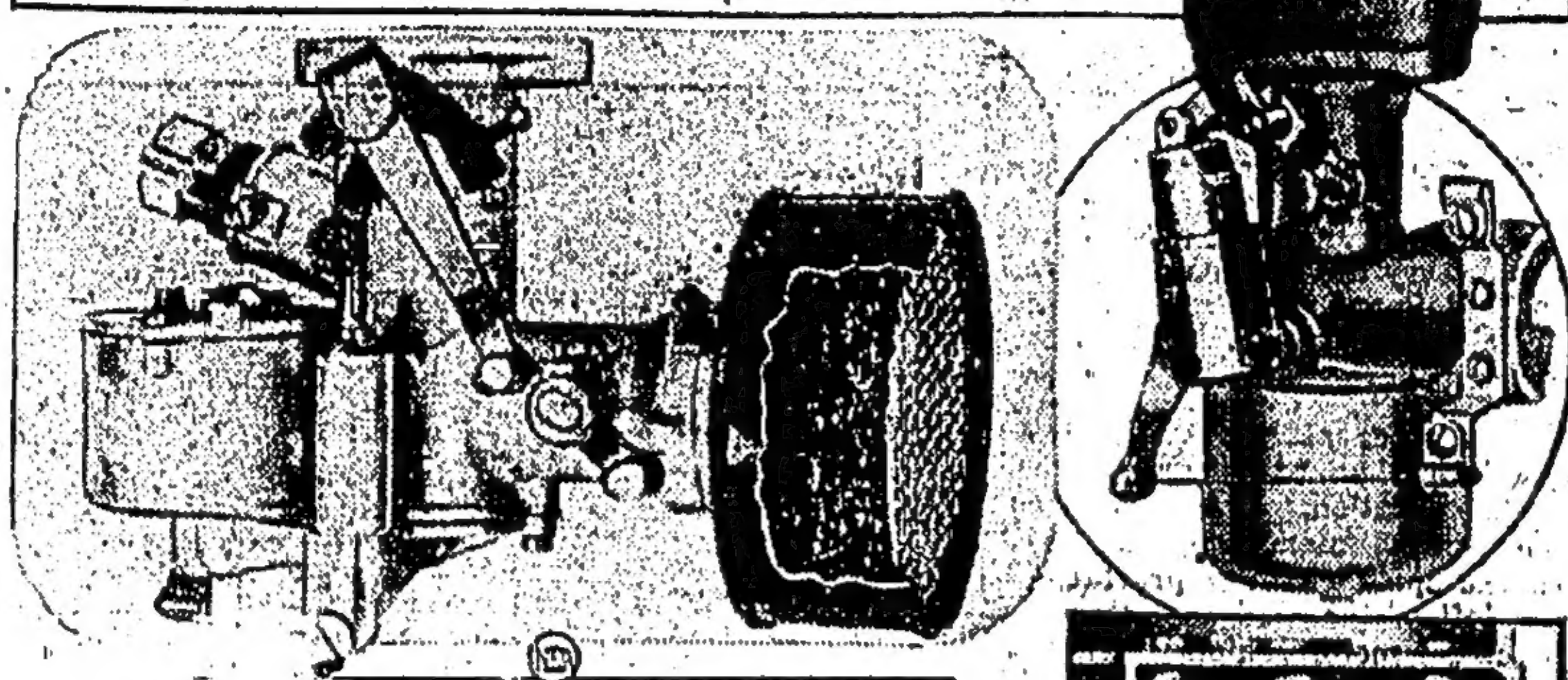
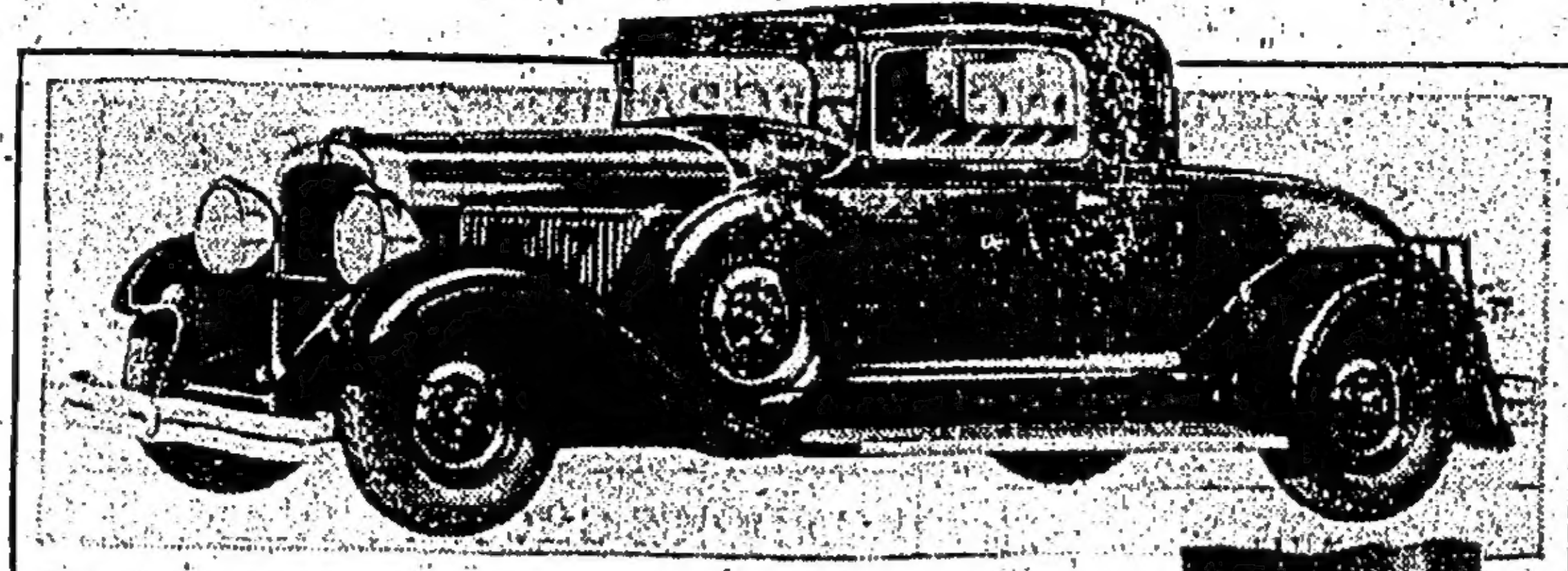
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LOW PRICED CARS—HIGH GRADE FINISH.

Early Showing of New Models Evokes Great Interest.

[By Israel Klein for the Hongkong Telegraph.]



Typical of the resplendent dash of the 1929 automobiles is the new Nash, in the 400 series, shown above. Some of the advancements are pictured here, such as the Nash dual ignition system at lower right, the Chevrolet accelerator pump at upper right, and the oil-soaked, fireproof air cleaner of the Oakland at lower left.

The gap between the exclusive high-priced automobile and that of average usage has become less apparent this year with the introduction of the new models for 1929.

Heretofore it took from three to five years for an innovation first brought out by the manufacturers of custom cars to find its way into the every-day field. Sometimes such innovations took even a longer time coming into popular usage.

To-day, however, hardly is a novelty shown at the "salon" of expensive productions in New York when it may be expected in some form or other at the show of average cars a little later.

The new models already announced reveal this trend. From the highest-priced cars to the lowest, improvements have been made that only a few years ago might have been expected in none but the finest. One instance is the adjustable front seat, which three years ago Rolls-Royce proudly vaunted as an innovation. For 1929, Chevrolet introduces it to its customers!

New Small Cars Start Things.

Another feature for the new Chevrolet six is the accelerating pump provided alongside the carburetor to assure enough fuel for

a swift start, when the throttle is forced down quickly. This feature is unique to Chevrolet.

Along this line go the improvements throughout the field, improvements that may be expected at the coming auto shows. Nash, with its dual ignition, Oakland with its novel oil-wetted air cleaner, are examples of the new tendency.

Most of the medium-priced automobiles are adopting such practices of their costlier brothers as the use of spring boots, pressure and simpler chassis lubrication, rubber mountings for the engines, non-shatterable glass, chromium plating and so on.

The automobiles have been made wider and more comfortable. One manufacturer, in fact, advertises as a six-seater sedan what formerly had been designed as an ordinary five-seater. This has been made possible by widening the front seat and putting the emergency brake to the left of the driver.

For further comfort, nearly every automobile is fitted with shock absorbers or some other form of shock-absorbing attachment. Front end assemblies have been redesigned to prevent shimmying of the wheels and its resultant discomfort and danger.

To insure further safety in driving, the steering apparatus has been improved, four-wheel brakes have been universally adopted, the corner posts of sedans thinned down to a minimum for better vision, and the vacuum tank with its fire hazard eliminated in favour of the fuel pump.

Power "Accessories."

All these and more are actual parts of the automobile. The day of buying a car and then paying another hundred dollars or more for necessary accessories is gone. Even the bumper goes with most of the finished products to-day. Fuel strainers, oil filters and air cleaners are part of the whole "works."

The graduation of Chevrolet into the six class, at practically the same price as the four, is only one of the tendencies of manufacturers to present better products at low prices. Auburn, Marmon, Pontiac, Chrysler, and others also offer brand-new automobiles, with everything the average motorist would want in the way of comfort, safety, power and efficiency, for prices below the \$31,000 mark.

All this is only a smattering of what may be expected at the coming automobile show in New York and elsewhere.

THEY ARE HERE AT LAST!

THE FAMOUS
"F. N."

GILLET D'ERSTAL
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MOTOR CYCLES

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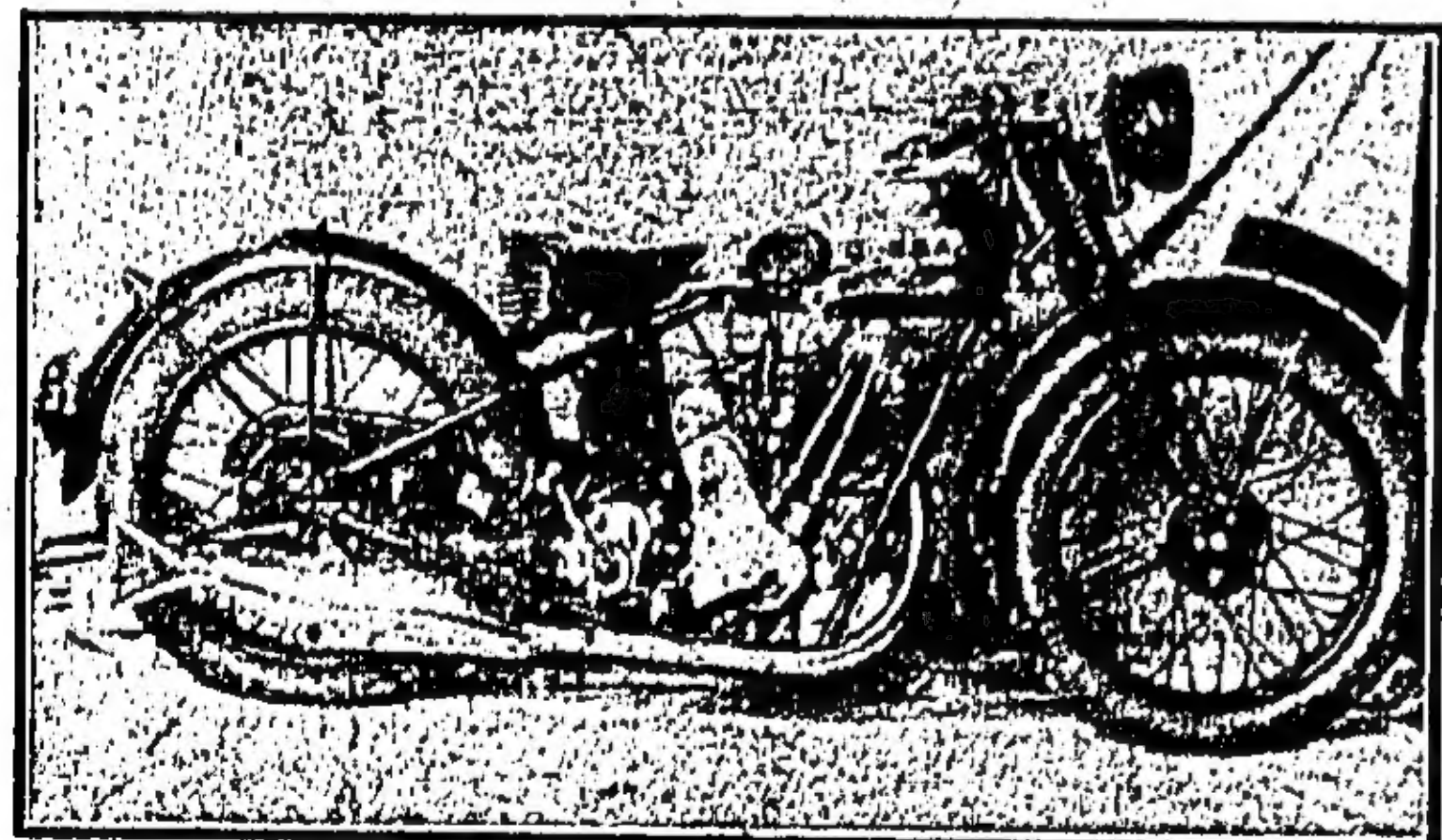
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BEAUTY OF DESIGN

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SEE THE LATEST MODELS AT

The SINCERE Co.

NEW "BABY" MOTORS.

To Cost Under £100.
ONE FROM U.S.A.

Two new "baby" motor-cars are to make their appearance on English roads this year. Both are expected to be on sale early in the spring and at a price not exceeding two figures.

One is being made behind the locked doors of a motor engineer's workshop. The greatest secrecy prevails as to details and no one in the town beyond the half-dozen persons in the workshop knows what is going on inside, but I understand that the new model is fitted with a motor-cycle engine, is air-cooled, and is capable of a speed of seventy miles per hour. A prominent motor manufacturer in the Midlands is interested in this car, and it is not unlikely that his company will be behind its production next year when it will be sold at a figure under £90.

The other motor-car has already made its appearance in the United States of America, and in spite of the demand there for the roadster and the family saloon in preference to a light car, it has achieved a certain popularity. It is likely to make an appeal here if only for its simple construction—so simple, in fact, that it can be despatched from the factory in America, unassembled, and securely packed in a crate, direct to one's door, and be erected at home by any owner-driver with the most elementary knowledge, the only aid being "a book of rules." The crate, incidentally, is water-tight, and can be placed in one's garden for use as a garage. This motor-car will also sell for considerably less than £100.

LONDON CRUSADE.

Excessive Traffic Noise.

If the crusade being waged in London against the excessive noise of the motor traffic succeeds in ridding the road of the practically worn out lorries which are the main cause of its nerve racking din, it will have served a useful purpose.

The time has certainly arrived when all such decrepit vehicles, many of them relics of war production, should be barred from the streets, or at least restricted to low speeds to minimise their excessive noisiness.

While a careless driver may make the best of vehicles noisy in operation by gear crashing or inattention to necessary adjustments, it is not always realised what extreme care is taken by British manufacturers to produce quiet running vehicles.

For many years Thornycroft lorries have enjoyed the reputation of being the quietest of heavy vehicles on the road, as indeed the makers have always claimed them to be as a result of their methods employed to ensure their most desirable features.

These include such attention to detail as the perfect "pairing" of timing gears, the mounting of the engine on rubber insulation blocks, and the designing of all power shafts so as to avoid whip at high speeds, and the special type of Thornycroft springs which are flat under load and reduce to a minimum the wear on shackles, all of which are prolific causes of transmission noises.

When driven with ordinary care and due attention given to running adjustments, a Thornycroft vehicle can be depended upon to run for many years, and many

TWO WOMEN'S LUGGAGE.

Tiny Round-the-world Tour.

29,000 MILES TRIP.

Two intrepid young Englishwomen have set off to drive round the world in a 7 h.p. "baby" car, armed only with one revolver and with a solitary suitcase for baggage. Their names are Miss Gladys de Havilland and Miss Mona and it is the first time that two women have ever attempted the journey without the help of a man.

"Nearly all our clothes, apart, of course, from overcoats, are of silk," said Miss de Havilland in an interview before she left England, "because silk folds up into nothing. We have a silk tent which is just a handful when it is packed away."

"There has never been such a tiny world expedition. We are carrying only one spare Dunlop tyre as we hope to get round on the original set."

"We are taking St. Christopher with us for luck. He is the patron saint of motorists and a friend presented us with a little statuette of him bearing a baby over a river."

"We will complete about 29,000 miles before we finish."

thousands of miles, and maintain throughout its traditional quiet running.

After all, noise is generally an indication of wear, and the equally good reputation of Thornycroft vehicles for lasting service is born of the painstaking efforts of its manufacturers and the extremely fine manufacturing limits they work to.

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The New Century Six will satisfy your most ardent impulse for Beauty. Its grace of line and modernistic contours make its appearance outstanding in the motor world. . . You are sure to feel Power in the New Century Six. . . Power that continually surges ahead, regardless of road or climatic conditions. You will thrill to its vibrationless speed, and you are bound to enjoy its remarkable ease of handling and its application of the most modern safety principles. Come in and let us tell you about them. Make us prove what we say in a trial run.

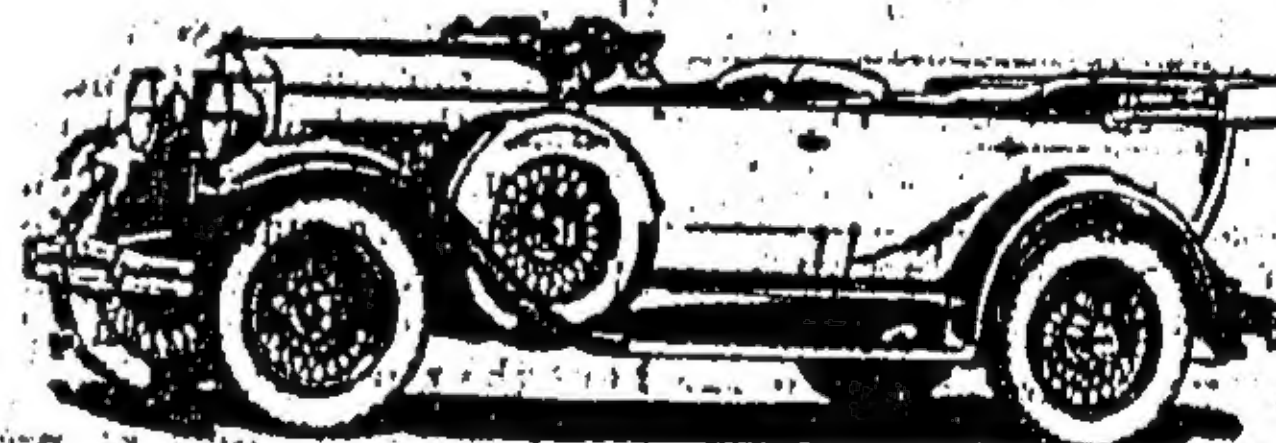
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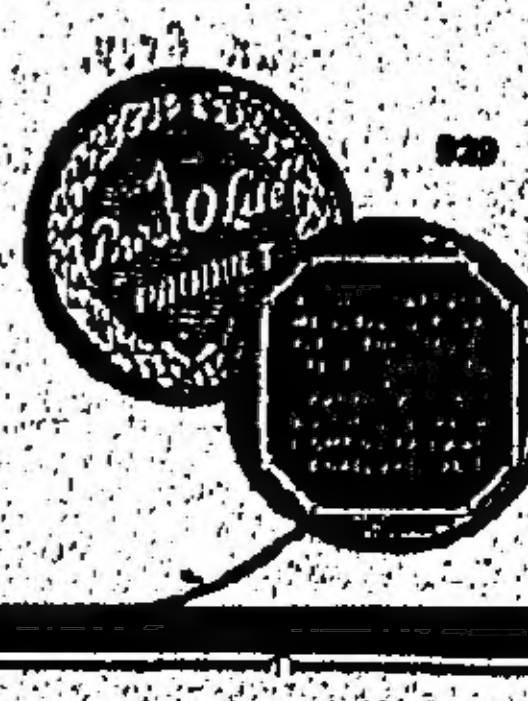
Prest-O-Lite Storage Batteries

WHEN you purchase a Prest-O-Lite Storage Battery you are buying the highest-quality battery possible to obtain at a price no higher than that charged for ordinary batteries. Prest-O-Lite offers you both quality and low price. Let us show you the proper Prest-O-Lite Battery for your car.

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QUEENS ROAD CENTRAL

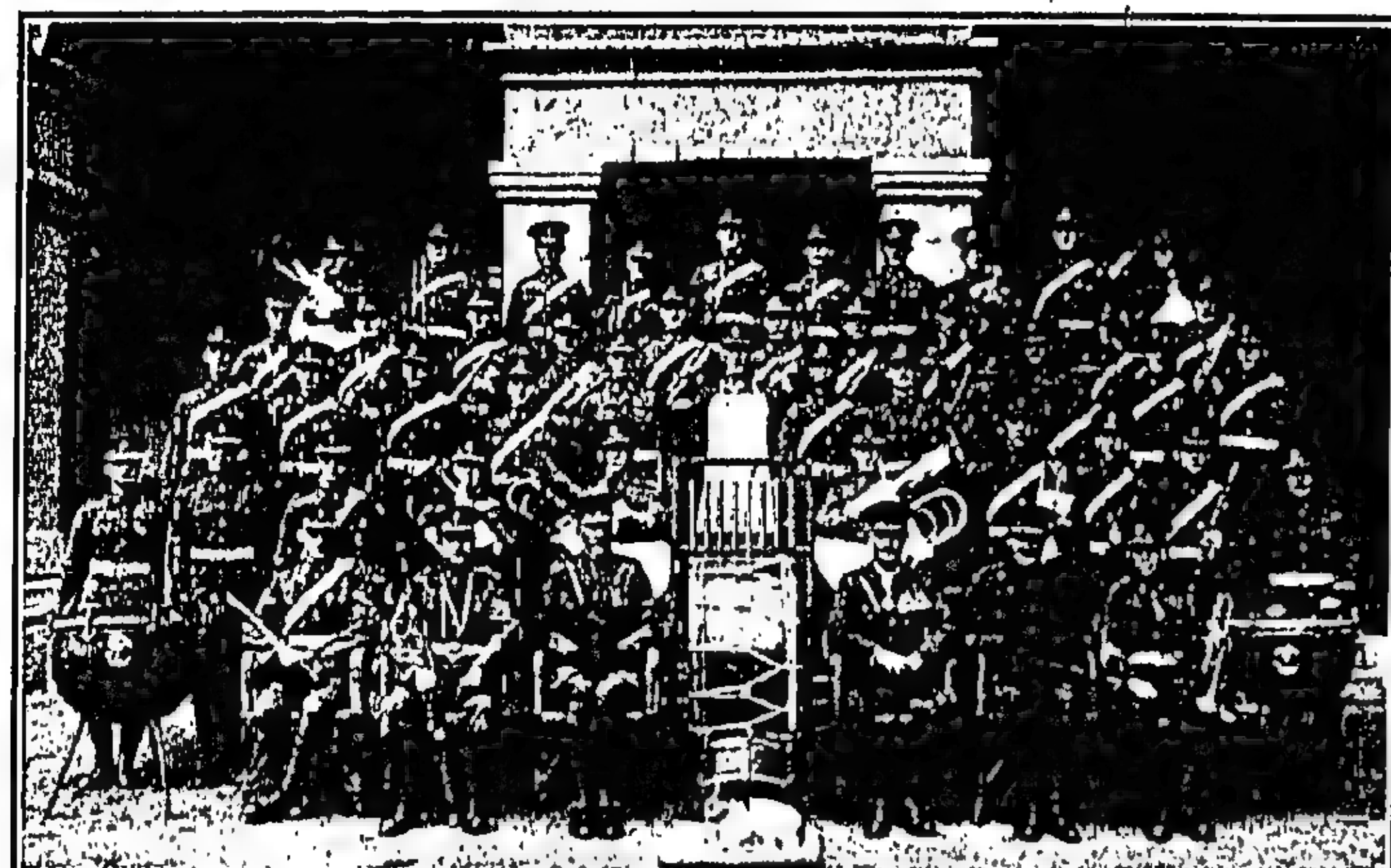
Hongkong Telegraph.

Pictorial Supplement

February 9th, 1929.

TO OUR READERS

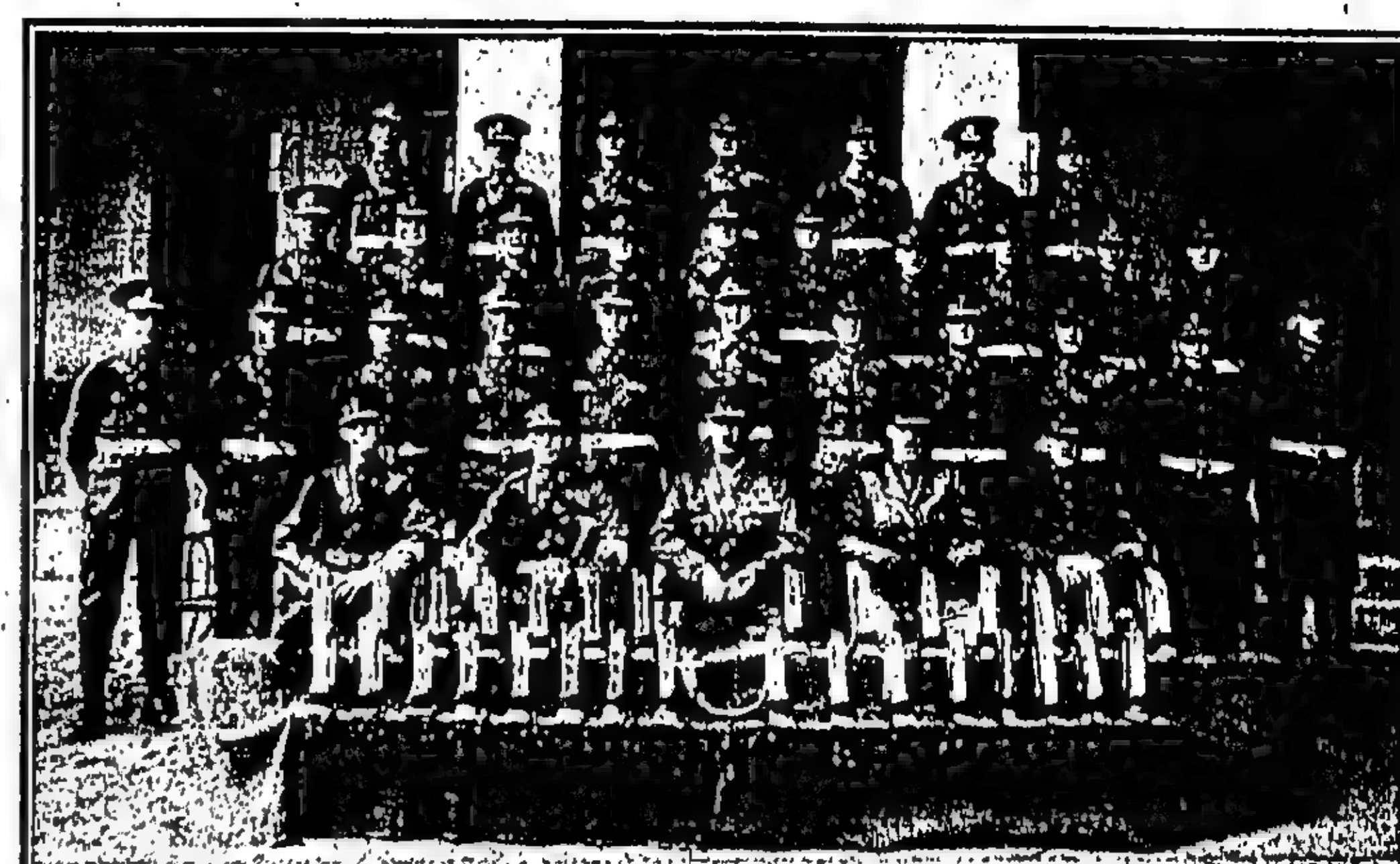
We shall be pleased to receive photographs of interest, for reproduction in this Supplement.



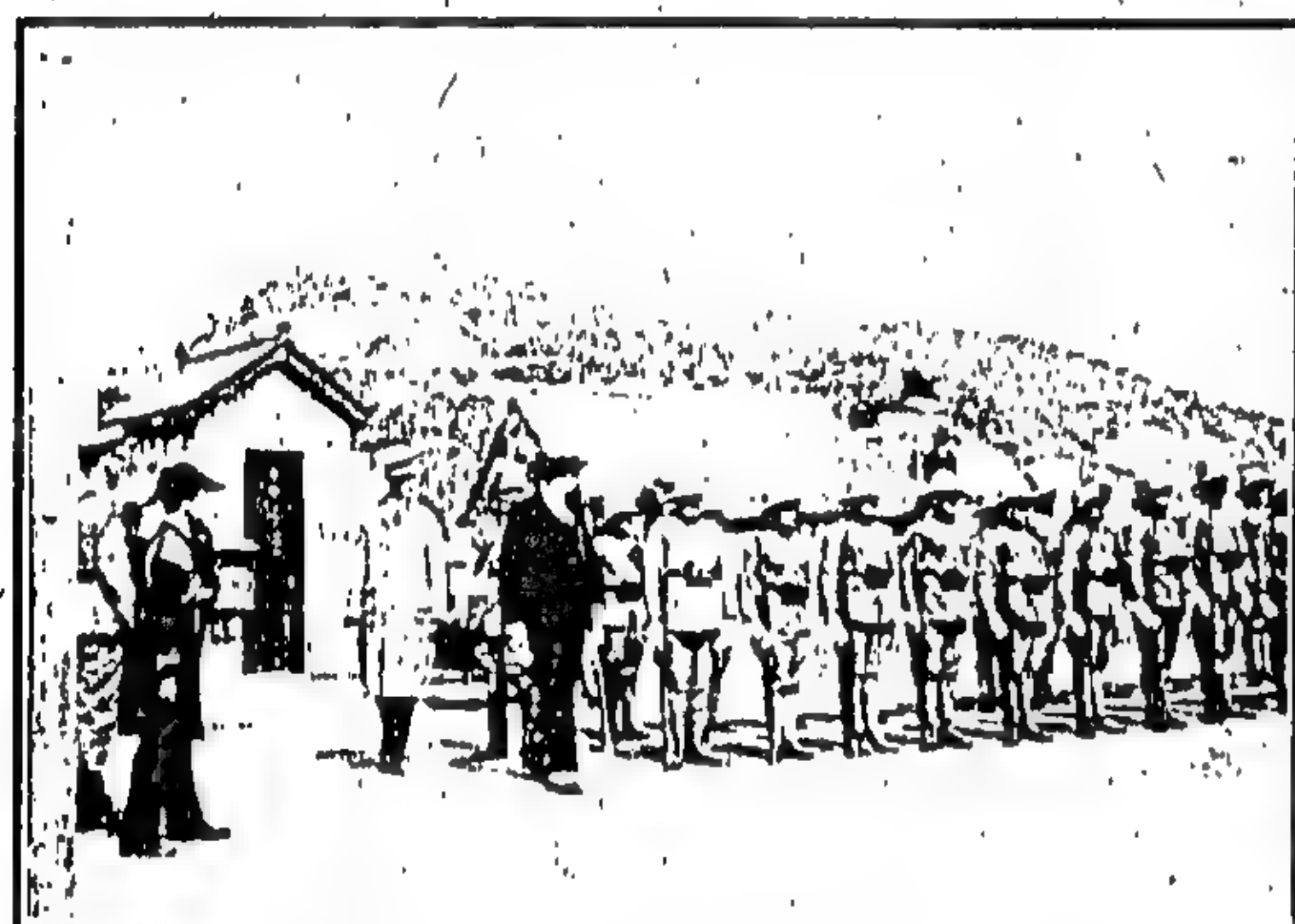
The Band of the 1st Battalion The Somerset Light Infantry which has recently joined the local garrison.



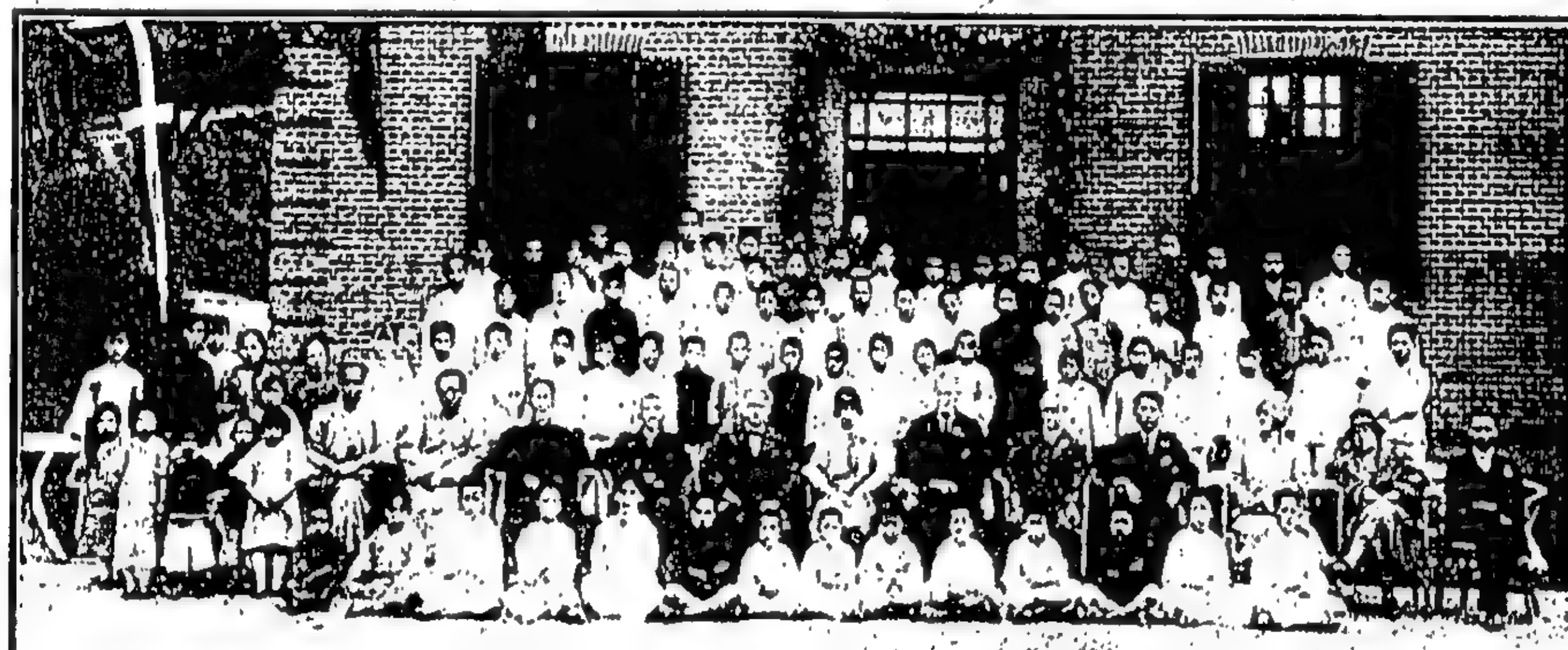
The Hon. Mr. A. E. Wood (Director of Education) opening the new Government School at Cheung Chau. (Photo: Yim Fong).



Buglers of the 1st Battalion The Somerset Light Infantry, now quartered at Nanking Huiements, Shamshuiipo.



H.E. the Governor of Macao and H.E. the Minister to China for Denmark inspecting the Guard of Honour when the Minister paid an official visit to Macao.



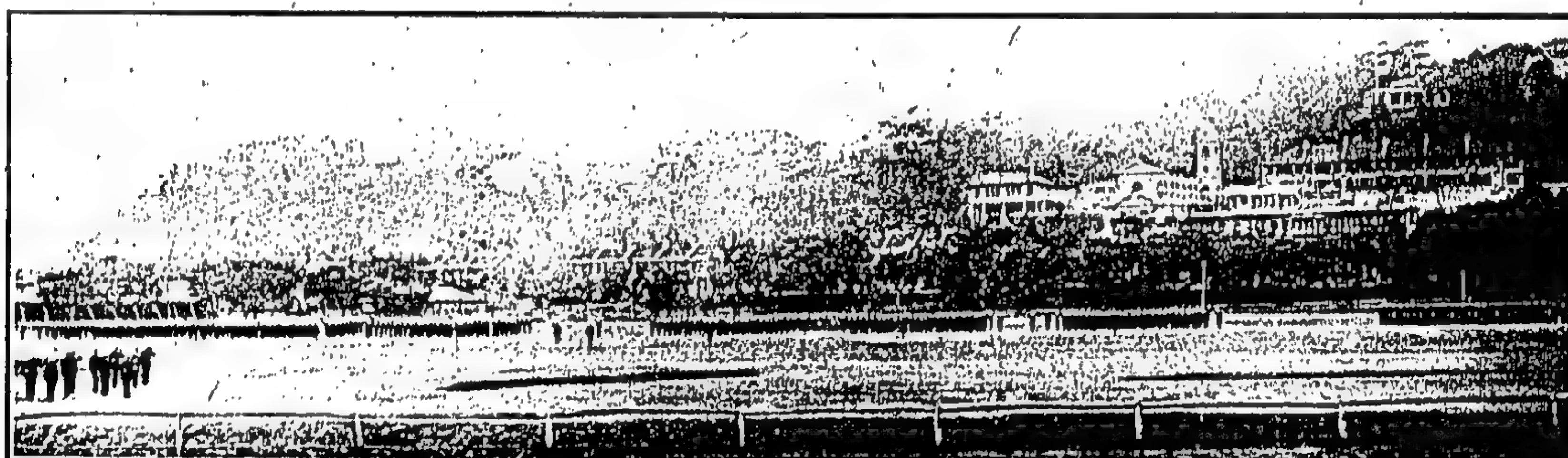
The above photograph was taken on the occasion of the official opening of the new Government School at Cheung Chau last week. Seated will be seen the Hon. Mr. C. G. Alabaster, Mrs. A. C. Franklin, the Hon. Mr. A. E. Wood (Director of Education), Mr. E. Ralphs, Mr. Hon. Kau-fung (Headmaster), Dr. Minnett and Mrs. Davies. (Photo: Yim Fong).



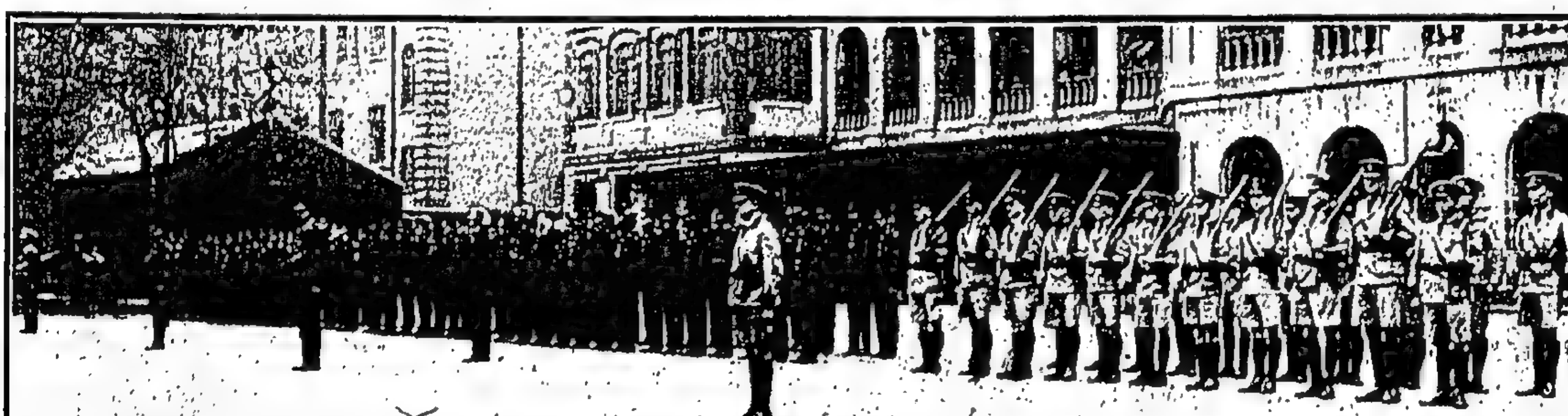
The above photograph was taken at the official landing at Macao of H.E. Mr. H. Kaufman, Minister to China for Denmark.



Miss Rachael Wong, dainty dancer, as she will appear in Miss Violet Capell's forthcoming displays at the Queen's and Star Theatres.



A far away view of the naval review which was held at Happy Valley last week, when Vice-Admiral Sir Reginald Tyrwhitt bade farewell to the men of the China Squadron. Our photograph shows the Admiral taking the general salute. (Photo: Mee Cheung).



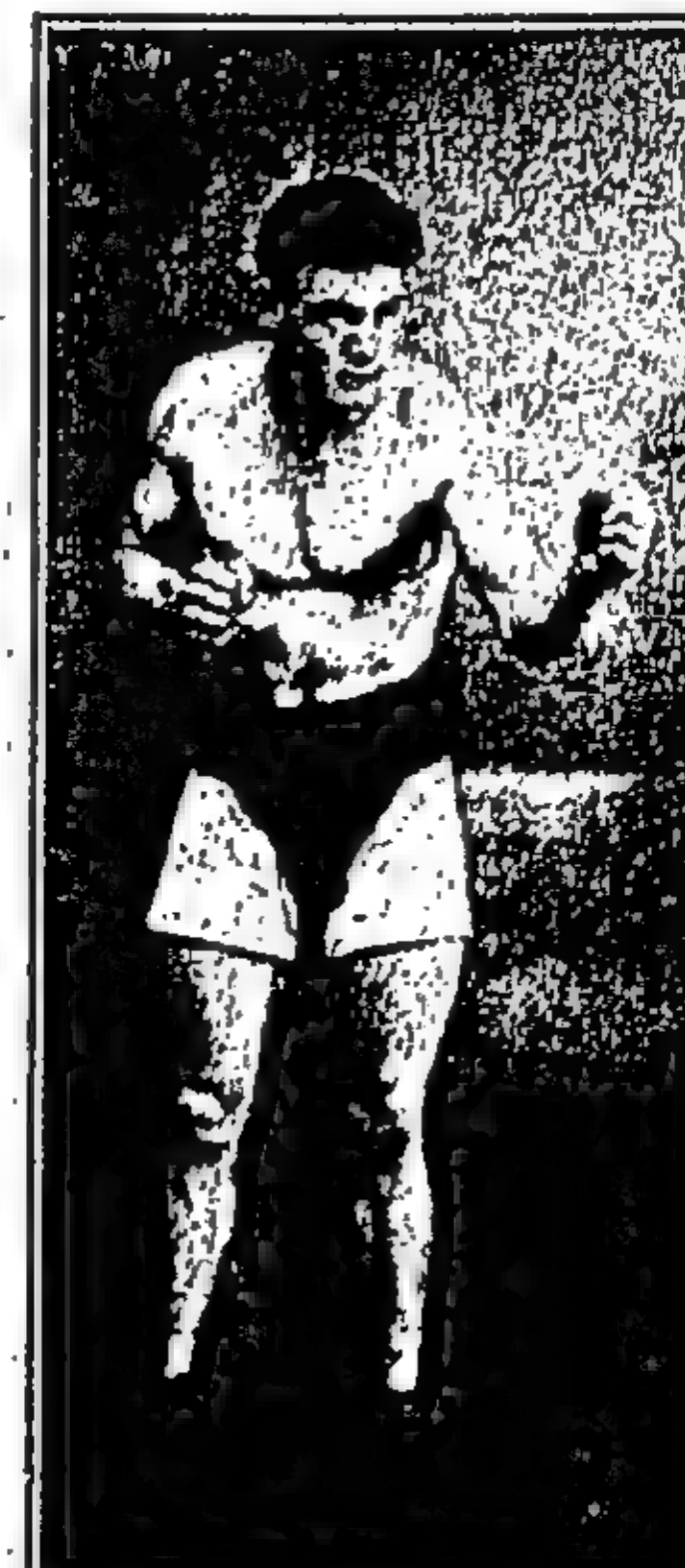
Hongkong Police Reservists photographed at Central Police Headquarters on the occasion of the annual inspection by the Capt. Superintendent of Police, the Hon. Mr. E. D. C. Wolfe. (Photo: Ming Yuen).



Mr. R. J. Vernal, of the P.W.D., with his bride, Miss K. L. Alderwick, after their wedding which took place at the Peak Church on Saturday last. (Photo: Ming Yuen).



Group photograph taken after the wedding at St. Joseph's Church on Monday of Sergeant O'Donovan, of the Hongkong Police Force, and Miss Teresa Morrissey. (Photo: Mee Cheung).



A. B. Davies, of H.M.S. Hermes (left), and L. S. Hall, of H.M.S. Titania (right) who are meeting to-night in a 15 round lightweight contest for the Murphy Belt.



3rd Hongkong Troop of Girl Guides (Bellifos School), photographed with the Prince of Wales' Banner which they recently won. (Photo: Ming Yuen).

NEW "FORD OF THE AIR."

TINY PLANE THAT CAN BE FLOWN BY MOTORISTS.



At the top is C. K. Wollam, famous balloonist of the Good-year Tire & Rubber Co., standing by the "River plane" invented by V. C. Babcock of Akron, Ohio. Left, below it, are (left to right) Capt. A. E. T. Bruce of the Royal Flying Corps, who helped test the plane; Babcock; and Wollam. At the right is a portrait of Babcock; below, right, is a view of the plane showing how the pilot's seat is located.

Akron, Ohio, Dec. 29.—The Ford of the air in the near future may be a sleek little monoplane with tapering wings and narrowing body.

Such a plane, constructed by V. C. Babcock of Akron, a veteran airplane designer and engineer, has just been put on trial flights here and shows promise of fast becoming popular as a privately-owned bird of the air.

Weighing not more than 600 pounds, about a fourth of the weight of the average motor car, this little ship can take off in 100 feet or so, travel at a speed up to 100 miles an hour and operate as safely and as easily as any well-built automobile.

The plane uses but three and a half gallons of gas an hour, which gives it a touring possibility of about 25 to 30 miles on a gallon of gas. The result is that here is an economical airplane so constructed as to assure safety and ease of control for the average motorist.

I took a flight in this little ship, alongside Captain A. E. T. Bruce, a veteran of the Royal Flying Corps, and although I had never laid my hands on airplane controls before, I maneuvered this ship as easily—in fact, more easily—than I can my own automobile.

Four years ago Babcock got the idea that a plane could be built that could be both small and stable.

"That has been the difficulty heretofore," he explained. "Designers have found it hard to build a small plane and at the same time be assured of the balance and stability they attained in the larger type."

For an entire year he worked with figures in the search for the kind of plane that would react as he thought it should. Then he built his model for testing in a wind tunnel and for three years worked with it.

Finally he was satisfied. His friend, C. K. Wollam, noted balloon pilot connected with the Good-year Tire & Rubber Company here, encouraged him and he finally succeeded in completing the actual plane only recently.

To the fuselage of his own design, he attached a 65-horsepower midge radial motor of Le Blond construction, and he was prepared to make actual flights.

The tapering wings, from narrow tips to broad base at the body, the sleek body, the small rudder and stabilizers, the two-seated cockpit are the innovations Babcock has put into this plane.

"It wasn't done by hit and miss judgment," he insists. "All of it was thought out mathematically."

"I have designed this airplane so that the entire weight of the machine is centered in the cockpit where it should be. This gives good maneuverability to the ship and assures stability, despite the smallness of the plane."

"The body is uniform in structural strength throughout, and even though I have taken off some of the wing area the ship has more lift to it per square foot of area than has the conventional type of plane."

Besides the unusual innovations in this monoplane, there is a brake to control the ship in landing and a wheel for steering it.

The take-off may be "down wind" or "cross wind"—it makes no difference. "No matter how it takes off, it is always under absolute control," adds Babcock.

Those who have seen the airplane see a big market for it first as a training ship, since both the pilot and pupil sit side by side and can hear each other with ease, and secondly as a popular run-about plane for private use.

It is for the latter purpose that a company has been formed in Akron for the construction of this ship. According to Babcock, the plane ought to sell for not more than \$32500, which is quite a low sum as airplanes go nowadays.

CLUE TO HIDDEN TREASURE.

MASSACRE OF 200 SLAVES IN BOLIVIA.

Superstitious folk, I suppose (writes Dr. Mellows, leader of the Sacambaya expedition, in the Star) would argue that the "curse" popularly supposed to have been laid on all those who attempt to find the \$20,000,000 treasure buried by the Jesuits at Sacambaya before they were driven out of the country is holding good so far as the expedition is concerned.

We have had an unusual crop of grave accidents to our party, but—and this I would stress for the benefit of those said superstitious folk—our own luck has been in the ascendant.

One of our men fell from a plateau 20 feet on to the stones of the river bed below, enough to have broken a few bones at the very least. Yet he escaped with a few bruises.

Nearly Boiled Alive! "Joe" Offord, one of our most reliable all-round workers, was hit on the arm by the flying end of a broken chain, and then narrowly escaped being partially boiled by steam from the radiator of one of the compressors.

He has gone for a few days' rest to Oruro, where he will collect the magnets of our hydraulic pump, which was put out of action when the raft conveying it across the river capsized on the way to the Abbot's Priory.

In the meantime, as hand-baling is out of the question to try and keep down the influx of water from the subterranean stream, we must wait until the magnets are repaired, and then we use our mobile pump.

I should explain that some idea of the strength of the stream can be gauged by the fact that we have had the stationary pump, supplemented by a gang of natives (well paid!)—working with buckets, but they have made no appreciable impression on the water.

The most interesting trip I have yet made was under the guidance of an Indian, Bautista Acha, who worked for Dr. Sanders on the two previous expeditions.

3,000 Feet Climb. We had to ascend Dead Nigger Mountain, a steady climb of 3,000 feet, which we made on horseback along a fairly good trail, which took three hours.

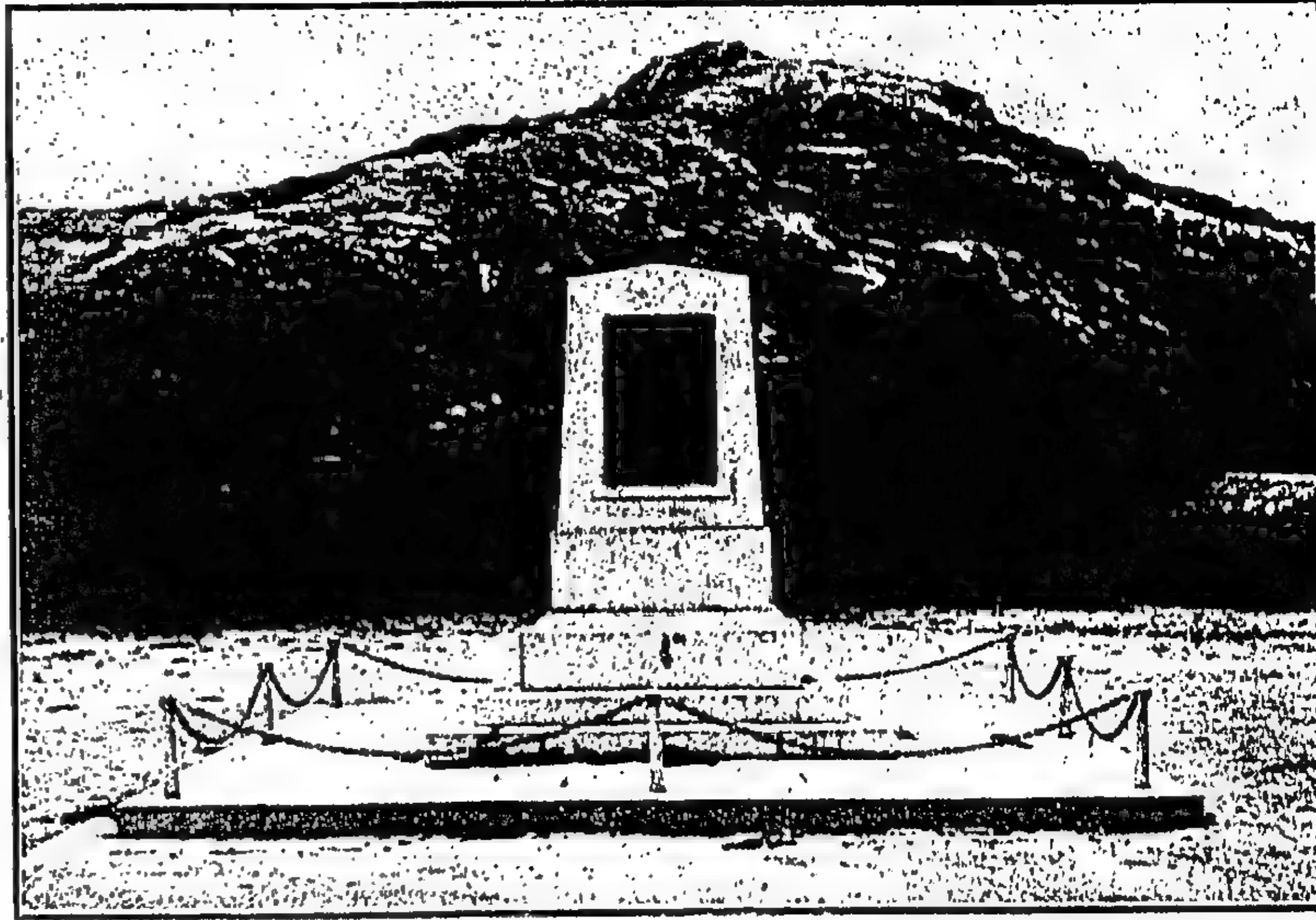
Nearing the summit we obtained wonderful views as far as the eye could see of nothing but rugged mountains and wild valleys, which is the stock type of scenery in this part of Bolivia.

Having gained the ridge, we traversed an undulating, grassy plateau, where I paused awhile to gaze at a solitary Indian, who was furrowing a field in this desolate spot, with an antediluvian plough, both handle and cutter of which was made of wood, and which was drawn by two oxen.

Suddenly rounding a bluff we came to the entrance of the cave, which is for the most part concealed by foliage. It is, in reality, a big natural cleft in the rocky mountain side, approximately 20

MEMORIAL TO BRAVE INDIANS.

NEAR HO MUN TIN, KOWLOON.



One of the least known of Hongkong's war memorials is that which has been erected near Ho Mun Tin, Kowloon, to the memory of Indian soldiers who were killed in the Great War.

The memorial, which is inscribed: "In memory of the brave Hindus and Sikhs who sacrificed their lives in the Great War for their King and their Country," is a simple and dignified granite obelisk, with bronze inscription panel.

feet high and 7 feet wide at the entrance, expanding quickly inside, and reaching a maximum height of about 50 feet and width of 25 feet, the walls tapering both to roof and floor.

Slanting Floor. The floor slants downwards at a stiff gradient for about 35 feet and at the bottom of the far end of the cave there is a small round opening which can just be negotiated by wriggling through, snake fashion, to find oneself in an alcove with insufficient head room to stand up.

Further progress is stopped by the presence of a crevice which extends deep down into the heart of the mountain, and far away to the left, terminating in a blank wall ahead and to the right.

The rock walls of this giant fissure are parallel, three feet apart, and as smooth as if they had been planed and polished with emery-paper.

I lowered a light into the abyss, but could not see any sign of the bottom, and a stone which I dropped down failed to elicit either a thud or a splash.

Having "back-pedalled" into the main cave, I climbed with considerable difficulty on to a ledge which is situated high up on the right-hand wall.

On this broad platform was a huge heap of human skulls and bones, and the remains of further skeletons could be seen by the light of an electric torch in a deep cul-de-sac off the other side of the cavern.

I counted the remains of over two hundred skeletons, a few of which appeared to be those of women and children.

According to the story of every Indian you question in this locality, they are the remains of five hundred of the slaves who were working under the Jesuits at Sacambaya and buried the treasure for the latter in Carballo Cueva mountain.

After this, it is said that they were massacred to prevent the secret being divulged.

My guide asserted that they were killed by having boiling water poured over them.

I found a skull with part of the spinal column still attached to it, and it looks as if the head might have been decapitated. I think it would be impossible to say whether this occurred before or after death.

An interesting Inca custom is manifested by another skull which has passed into my possession, a custom which is still observed by certain remote tribes living in the comparatively unexplored regions round some of the tributaries of the Amazon.

Band Round Head. The infant worker-to-be had his head clamped with a band in such a way that that part of the skull containing those parts of the brain supposed to be devoted to the care of propagation, and the ability to indulge in hard physical labour, were alone allowed to develop, the area looking after one's intellectual side remaining cramped and dormant.

Later I saw my guide crawling along the rocky face of a cliff, hat in hand, tilting plants over to such an angle that water streamed from them into the crown of his hat.

On examining the plant I found it to consist of a tuft of big leaves rather like the top of a giant pineapple, the centre leaves forming a cup containing nearly half a pint of water.

As we had not had any rain for

Unfortunately there is no law to prevent the unscrupulous optician from using inferior lenses. There is but one way to safeguard your precious gift of sight—consult an optician of qualification and reputation.

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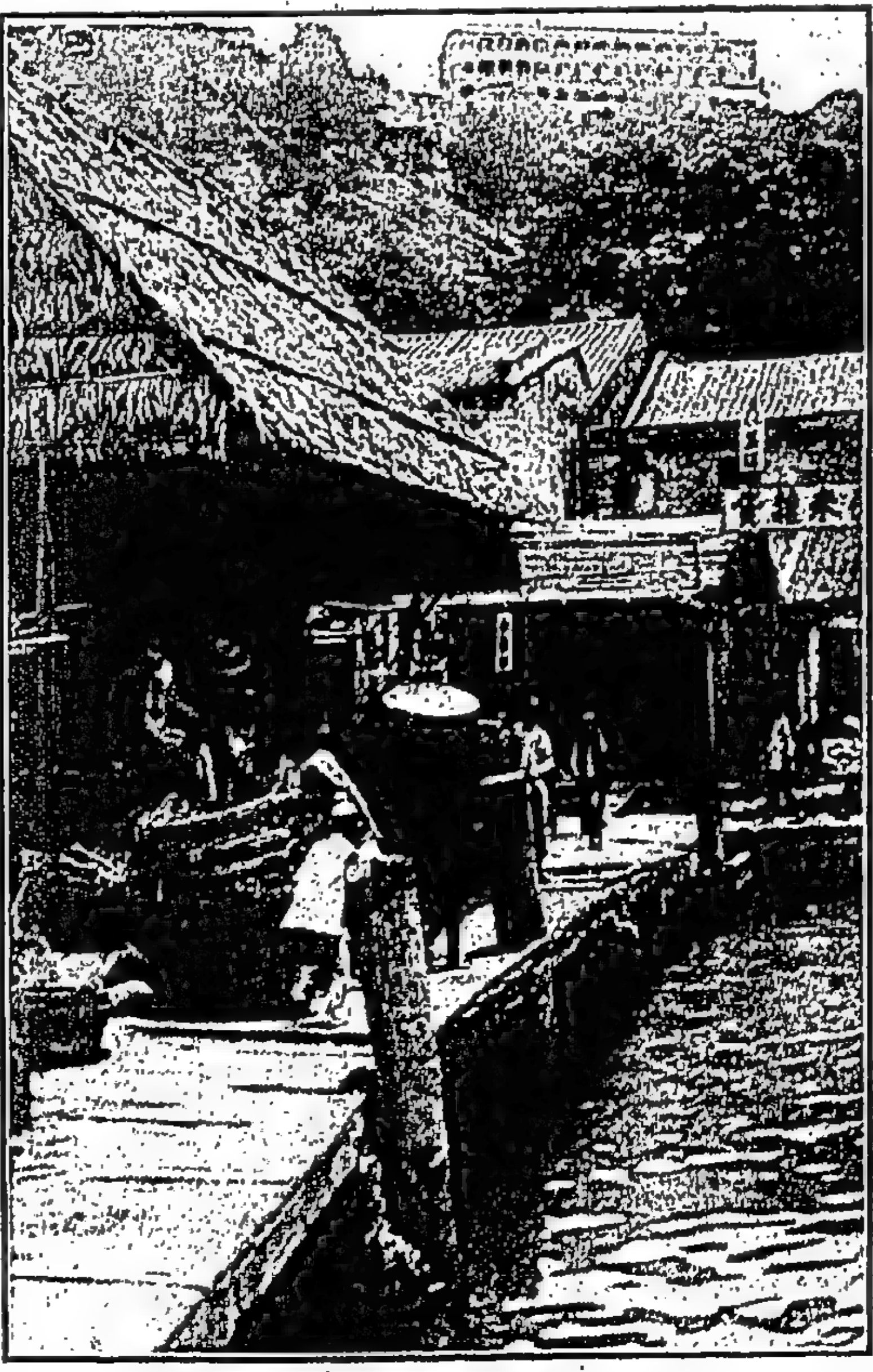
"The rose that lives its little hour Is prized beyond the sculptured flower." —Wm. C. Bryant.

GLADDEN YOUR HOME WITH FLOWERS

From—

THE CLOVER FLOWER SHOP ICE HOUSE STREET.

GLIMPSES OF NATIVE LIFE.



Quaint old landing stage of the vegetable market at Shau-kiwan.

REALLY GOOD TIMES.

[By Dorothy Black.]

Millicent has lost four very good posts through inability to concentrate on the matter in hand, born partly of never going to bed until about three—the fashionable hour to dance to nowadays.

"I don't see why I shouldn't have a good time," says Millicent. "I'm young, and young people ought to be happy and enjoy themselves."

"But do you enjoy yourself when you are out of work and jolly hard up?"

"No. That's the rotten part of it. It seems an awful shame that I can't have an allowance from my people like other girls. Marie has two hundred a year, and Sybil has five."

"And Jane," I said, "has six pounds a week and has to contribute two to help keep her father and mother."

Millicent looked impatient. She did not want to think about Jane.

Millicent is not in the least vicious. Millicent is only a bit of a mug, whose world is bounded on the north, south, east, and west by herself. Her god is a good time.

The height of her ambition is to be "in the swim."

And what is a good time?

Ask any girl whose duty it is to go through a London season, whether she remembers it as a good time. It is, rather, a round of tiring functions in tedious circumstances.

The petty rivalries, the little spitefulnesses, the little snobberies of the smart young people, and their unceasing efforts to find something new, leave only a bad taste in the mouths of the wiser

of those young people as they grow older.

The really jolly things were simple impromptu parties that were got up among friends, or quiet days beside the fire in peace.

And the memories we have of our good times—in after life. What are they? The funniest things. Waking early on a spring morning to hear birds singing in the garden, in the rain. A sunset over the sea one never-to-be-forgotten evening. Talks over the fence. The morning little Miranda walked her first step alone.

The dances, the race meetings, the dinners—where have they all gone to in memory? No doubt they are somewhere among other mental lumber, but they have to be searched for.

After three months in Monte Carlo, and six weeks at Deauville, where money is spent like chaff before a high wind, one wonders if "de luxe" is so important after all.

After a long walk, a ham sandwich eaten under a shady tree to the sound of bees humming tastes more delicious than the most recherche luncheon in the Casino in the train of jazz.

A stroll beside a moonlight sea, with the twinkling lights along the coast in the distance, like diamond bracelets on the wrist of a beautiful woman, is more restful and calming than overheated gaming rooms.

Perhaps it is only time and the passing years that bring these reflections; youth must ever scramble up the ladder of pleasure where at the top stands the fairy "de luxe."

EVERYTHING DE LUXE.

[By Lady Lawford.]

"De luxe" is a word that rules our modern world.

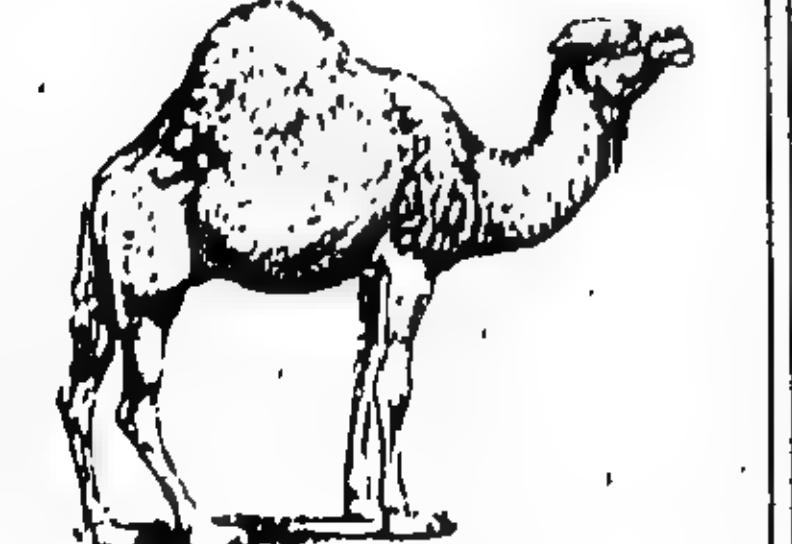
Once schoolboys relished brown bread and butter for breakfast; now they turn up their noses at fish and eggs. Village maidens used to think the annual "fair" a matter of thrills and excitement; now they sigh because their maids will not admit of a holiday on the Continent. This thing has grown with increasing force until it has become the fetish of all grades of society. Sons must take their places in life where their fathers left off. Daughters must be dressed in garments which their mothers saw only in shop windows.

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GOT THE HUMP?
Then go to the
BOXING
at the City Hall
TO-NIGHT

Fashion Looks Backward



*The Way to Tell
A Really Good Outfit
Is to Watch It Going
Rather Than Coming*

Black and Beige Fox Fur
Make the Collar and Cuffs
Of a Premet Evening Cloak
In Black and Gold Lame
Of an Unusual Leaf Design

A Patou Evening Gown
Of Delicate White Lace
Has a Cleverly Cut
Uneven Hemline

A Lace Bow
On the Back Is
Jenny's Way of Lending Chic
To a Smart Afternoon Frock of
Black Crepe de Chine and Satin

Jenny Puts Swift Grace
Into This Evening Gown
Of Velvet and Tulle
By the V-Cuts in the Back
And for the Armholes



LOGICALLY, the beginning of the new year is not the time to look backward, but artistically the impulse is irresistible. For backs aren't what they used to be. No indeed, they are ten times better. That is so far as gowns are concerned.

It is easy to make the front of a dress look well—to add a smart touch to the neckline, or to place a pin or a flower right where it will be the most effective. But the back resists such makeshift measures. If it is badly cut, or uninterestingly treated, nothing is going to save it.

This season, distrust the gown that does not stand inspection from the rear. For the French models are concentrating their attention on original back treatments, and the vintage of the frock is more plainly revealed by the back than the front.

WHAT could be more ingenious than Jenny's frock at the top center? It is made of the bright and the dull side of satin-backed crepe, with a bow knot of black lace across the back. The front is quite guileless of such an ornamentation? There is the merest suggestion of lace peeping out from the hemline and at the edges of the cuffs.

Both the lace gowns on this page are models of loveliness. Patou's evening gown of white lace—sketched at the lower left—has a buckle of brilliants where the bodice and skirt join, and an intricately cut, longer-in-the-back line, that Paris insists on for evening. Though it is cut in a deep V in the back, the front is a rather shallow oval line.

Beer's lace afternoon gown at the extreme lower right shows a jabot running down the spine, and proves conclusively that a jabot is just as much at home and as decorative at the back of a frock as at the front.

Another interesting feature is the clever way the ruffles are applied to the sleeves, giving a most decorative wrist, but a perfectly neat shoulder line. The diagonal ruffles on the skirt give the fashionable irregular line for afternoon—not quite so decided as it is for evening.

A delightful feature of this outfit is the perfectly useless, but absolutely adorable little sleeveless coat of

lace, trimmed with a deep band of fox. Both fur and lace are in matching beige.

Patou contributes the lovely evening gown at the lower right. Almost backless, it is made of iridescent blue paillettes. It features the long back and the short front, and is quite devoid of any suggestion of a waistline.

However, a dress of this sort demands the most restrained cut, since the material itself is so decorative. And it admits of little in the way of costume jewelry.

JENNY'S black velvet and tulle evening frock, shown at the upper right, is an example of the classic mode. The very deep V reaches almost to the waistline, and the armholes repeat the point. The tulle is applied in flat folds in deep scallops about the hipline.

The skirt slopes downward in the back until it reaches below the ankles at its longest point.

Wraps for day and evening reflect this new interest in the back. Notice, for instance, Premet's evening wrap at the upper left. In this garment two shades of fur meet in the back to form a most unusual collar effect.

The material is lame, with a leaf pattern of exaggerated size on a black and gold ground. Of the two sumptuous furs that trim it, one is black and the other is beige. The same combination is featured on the sleeves.

It might be well to point out that this three-quarter length is the approved one for evening gowns—particularly those that are long at the back and sides. It seems to be much more effective than the longer coat, and brings out the beauty of the hemline much more effectively.

For day, the irregular hemline is much modified, because for street, the short full skirt and the long straight coat prevail. It is probably the neatest and smartest silhouette possible, and women should think twice before they abandon it.

But evening gowns have gone their irregular and their revolutionary way, and no one expects them to adhere to the older standards of evenly hanging skirts.



Short in Front,
Long in the Back.
This Evening Gown
By Patou Is Covered
With Paillettes
In Glistening Blue

Filmy Beige Lace Makes
A Ruffly Afternoon Gown
From Malsón Beer . . . The
Hem of the Lace Jacket
Is Trimmed With a Fox Band



None Better Than—
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Pictorial Supplement

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Quarter Size Fittings
1 to every inch.

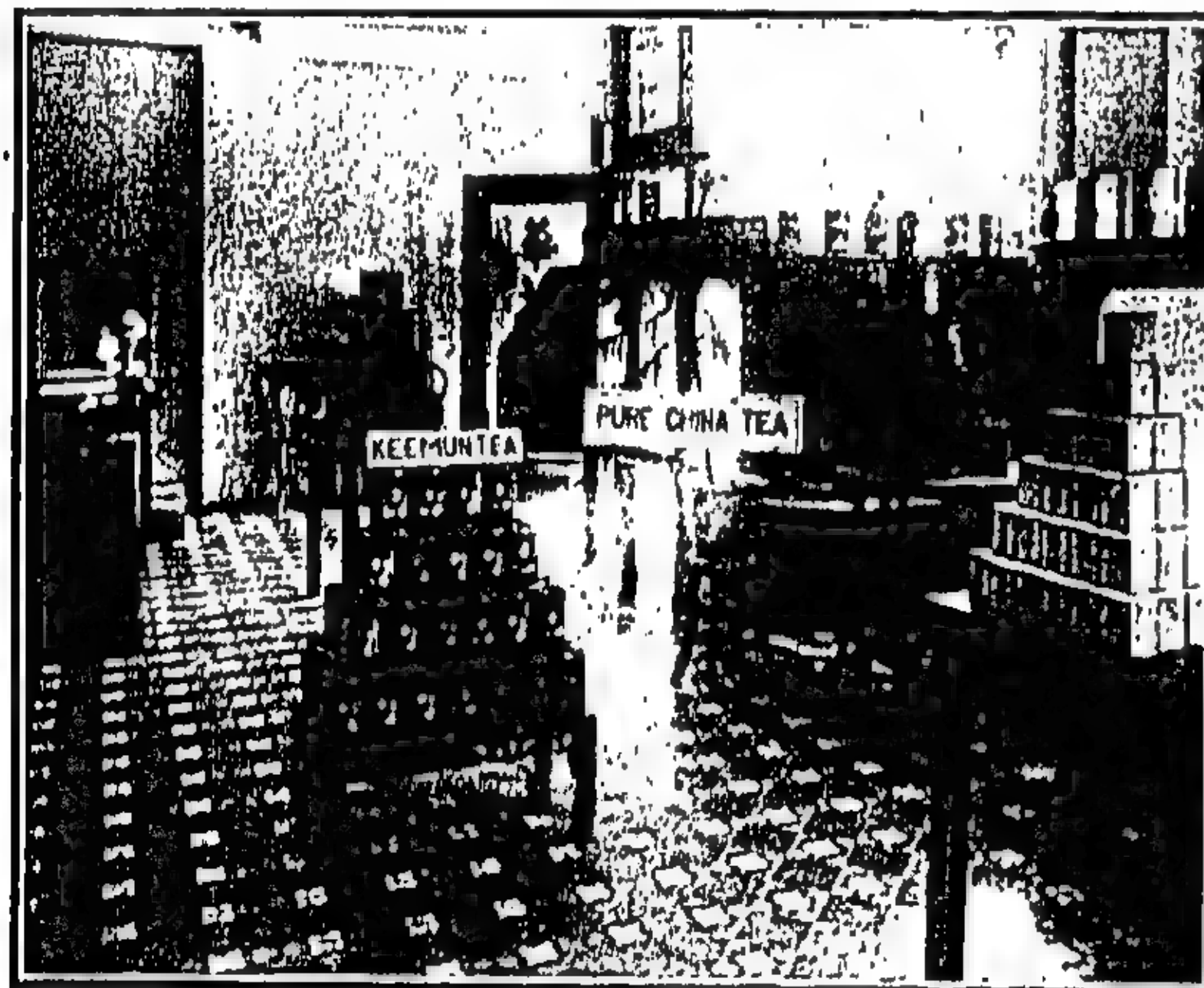
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DAVID HOUSE. GROUND FLOOR.

WHITEAWAYS.

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LEVER FILLING PEN**

with the New NON-CORRODING
PLATIGNUM NIB & FITTINGS

THE Pen for which everybody has felt the need for years. A really first-class writing instrument to satisfy the most exacting user, at a price within the reach of all. The secret is the metal from which the nib is made—Platignum—the new non-corroding, non-tarnishing alloy with the malleability of gold, and many time its strength.

Can be supplied in all colours

note the price **\$1.00** each.

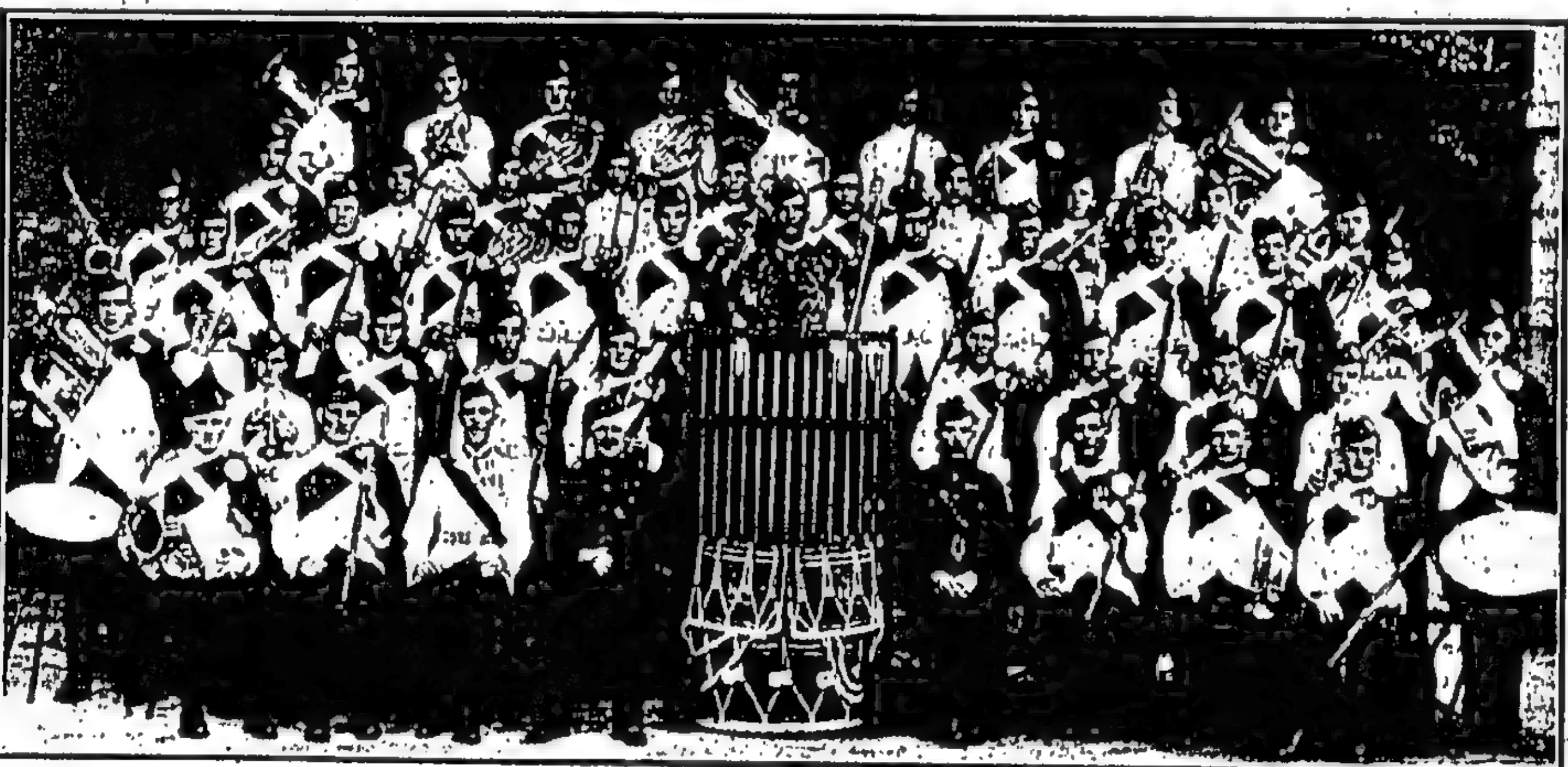
WHITEAWAY, LAIDLAW & Co., Ltd.



The Sharpshooters of the Hongkong Police Reserve photographed at Central Police Headquarters just before the annual inspection last week, which was held by the Hon. Mr. E. D. C. Wolfe, Captain Superintendent of Police. (Photo: Ming Yuen).



At top: Group photograph taken at the Union Church on Monday after the wedding of Mr. R. R. McEwen, of the Hongkong Police Force, and Miss Mary McIntosh. (Photo: Mee Cheung).
At bottom: A recent picture of the Band of the 2nd Battalion the King's Own Scottish Borderers.



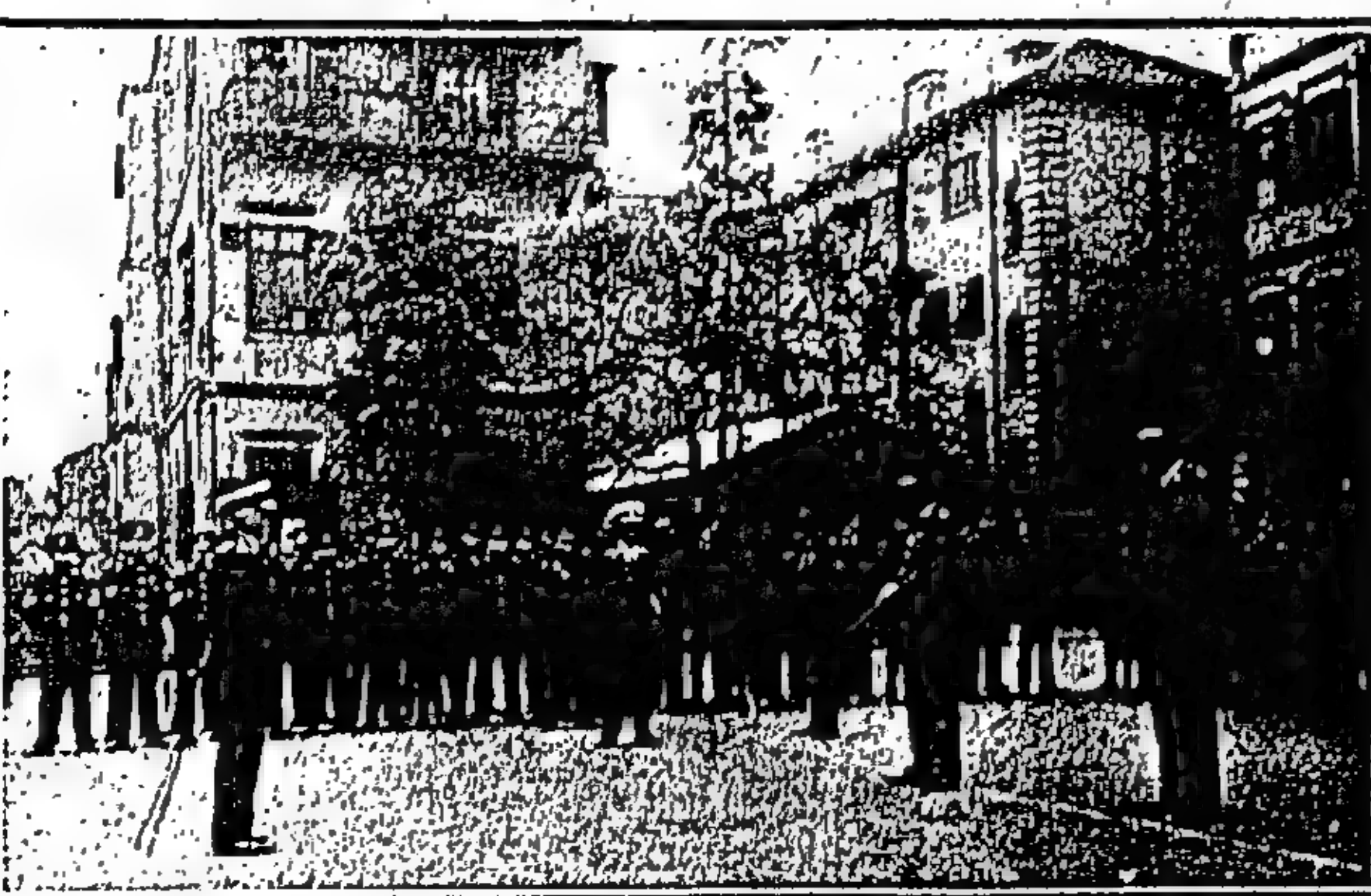
Khan Sahib Nawab Khan, who has just been appointed Asst. Superintendent of Police—one of the first two Indians to be elevated to this rank. (Photo: Ming Yuen).



A talented musical family—Mr. P. N. Sequeira and his seven sons. Mr. Sequeira has just retired after more than 30 years' service in the Hongkong office of the Standard Oil Company.



Sirdar Sahib Mohinder Singh, who has just been appointed an Assistant Superintendent of Police, one of the first two Indians to be elevated to this rank. (Photo: Ming Yuen).



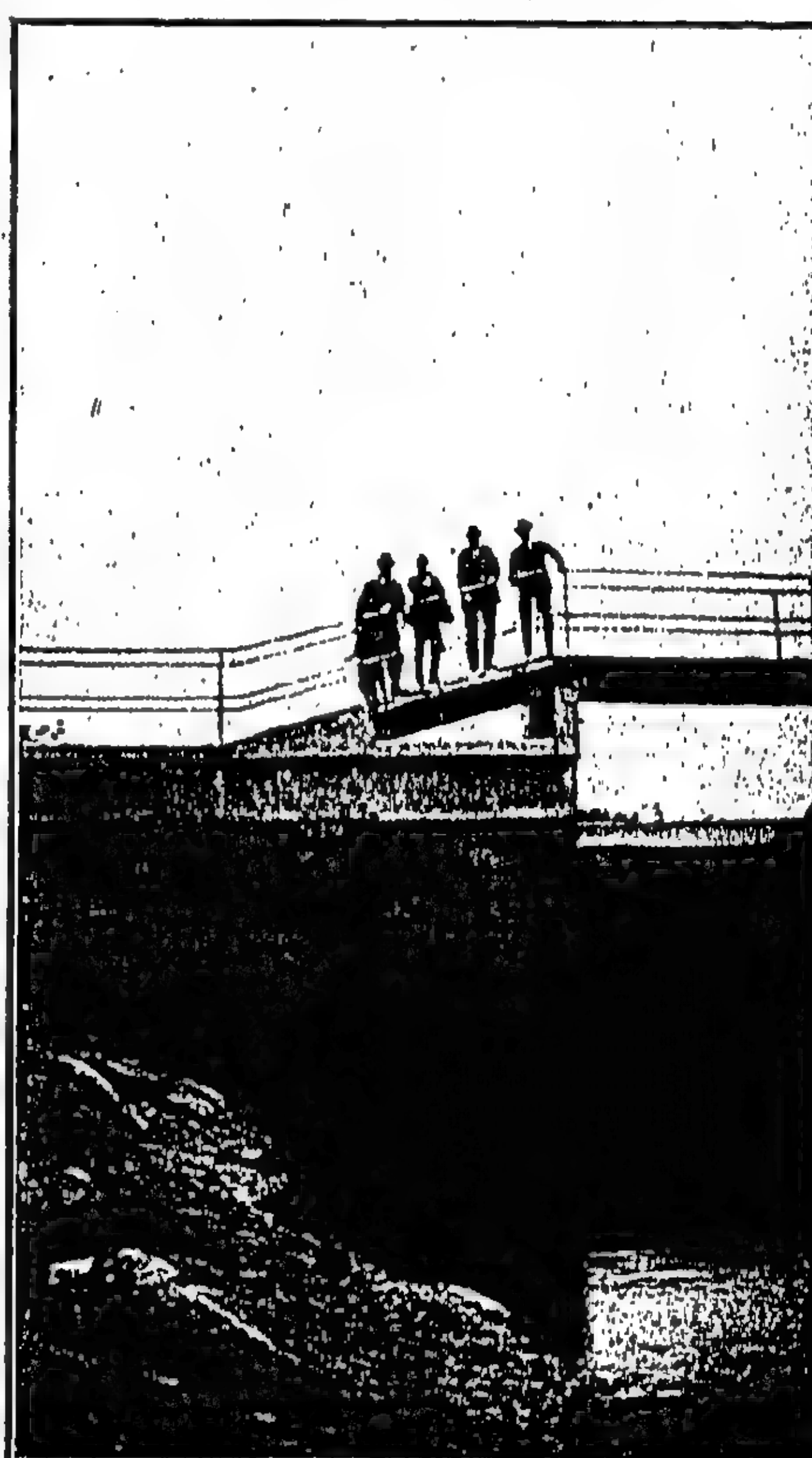
The Hon. Mr. E. D. C. Wolfe, C.S.P., addressing members of the Hongkong Police Reserve at the annual inspection which took place last week. (Photo: Mee Cheung).



Group photograph taken after the wedding of Mr. P. S. Wong and Miss Violet Woo, which took place at the City Hall on Thursday last. The bride is the daughter of Mr. H. K. Woo, the well-known local solicitor. (Photo: Ming Yuen).

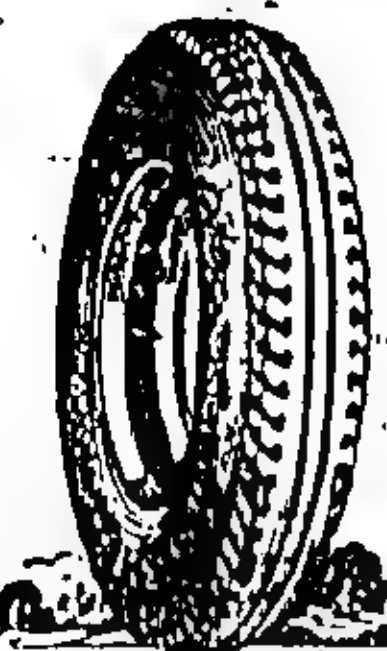


Vice-Admiral Sir Reginald Tyrwhitt, and Major General C. C. Luard, with other naval officers at Happy Valley on Thursday last, when the Naval Review was held. (Photo: Mee Cheung).



Why residents of Kowloon Tong have no water for flushing purposes is illustrated by the above photograph. Water in the reservoir is so low that the out-flow pipe can be seen left high and dry. An article on the subject appears elsewhere in this issue.

A mighty test of Goodrich Silvertowns



Goodrich Silvertowns

"Best in the long run"

Public buses can show you the fact about Goodrich Silvertowns. They give—
—added mileage, yielding more deliveries from a single set of tires
—continuous mileage, freed from trouble, which gets deliveries to customers on time
—sturdy mileage, caring little for rough going and heavy loads.

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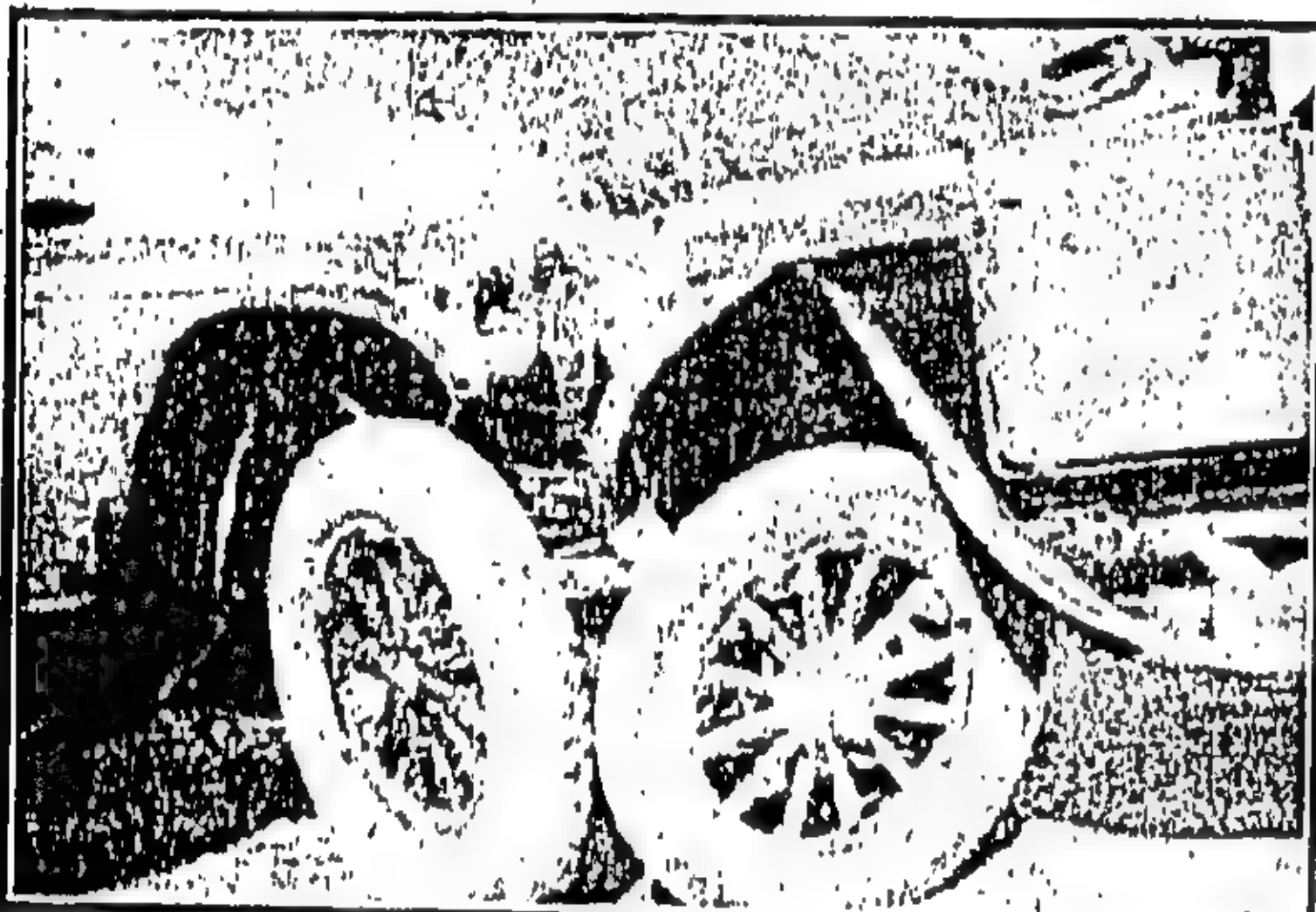
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WHAT IF THIS HAPPENED TO YOU?
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(This accident happened at Castle Peak recently)

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HEAD OFFICE
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Tel. C. 1121—22.

CHEVROLET'S CHANGE TO 6-CYLINDERS

New Models Replacing Old "Fours."

SAID TO BE LOWEST PRICED "SIX."

The Chevrolet Motor Co., began production recently of a six-cylinder automobile, which will take the place of its four-cylinder car, production of which was stopped about two months ago.

Except in the case of its two open models, the prices of the new Chevrolet are about the same as those of its four-cylinder predecessor. The prices of the coupe, sedan and sport cabriolet remain identical. They are \$595, \$675 and \$695, respectively. The price of the coach has been raised \$10, from \$685 to \$695 and the convertible landau, priced at \$725, supplants the imperial landau which was priced at \$715.

The open models are the roadster and the phantom, the latter replacing the touring car. Each is priced at \$525, which is \$30 more than the price of the corresponding models in the abandoned four-cylinder line.

The new Chevrolet comes out, therefore, as the lowest priced six-cylinder car in the world. It takes this position from the Whippet Six, the prices of which run from \$615 to \$770.

Ford Still the Lowest in Price.

The conversion of the Chevrolet from a four to a six also leaves the Ford, Whippet Four, Durant Four and Chrysler's Plymouth as the only four-cylinder cars manufactured in the United States. The Ford remains the lowest priced car, its figures running from \$385 to \$625. The prices of the Whippet Four run from \$455 to \$619, those of the Durant Four from \$595 to \$695, and those of the Plymouth from \$575 to \$735. In each case, these prices are F.O.B. factory.

Improved Combustion.
"The new motor is fully enclosed, has an improved combustion chamber, a newly designed camshaft and four exhaust and three intake ports. When the accelerator suddenly is depressed, a new feed pump forces a small quantity of gasoline into the manifold of the carburetor, which is said to give the car the instant power and getaway necessary in modern traffic. Torsional vibration is declared to be imperceptible at any speed."

NATURE'S TYRE ENEMY.

California is expending more than \$10,000 for the extermination of the puncture weed, a vine which sprawls across the road and punctures tyres with its spines.

cause of the use of a heavy forty-six-pound crank shaft balanced statically and dynamically.

A gasoline filter, built in as a part of the fuel pump insures that only clean gasoline will reach the carburetor and engine. The carburetor is further protected by a new type of AC air cleaner which prevents grit and dust from entering.

Experiments for Four Years.

The change of the Chevrolet from a four to a six is designed to increase the power, speed, acceleration and smoothness of the car. The engineers of the company, and also of the Research Department of General Motors, have been experimenting on the engine for the last four years. It is said, and it is now asserted that a motor has been produced which develops 46 horse power at low engine speed. This is a 32 per cent. increase over the horse power of the four-cylinder Chevrolet. Despite this increase in power and speed, it is said that the new car will average 20 miles or better on a gallon of gasoline.

The piston displacement on the new car is 194 cubic inches, as against 171 cubic inches in its predecessor. In a recent demonstration on the track at the General Motors proving grounds, the new car attained a speed of seventy miles an hour. It is stated.

The motor is the valve-in-head type, with a bore of three and five-sixteenths inches and a stroke of three and three-quarter inches. It has high compression, with an enclosed and non-deforming head. In a number of features it is said to present improvements in engine design.

The wheelbase of the new car remains the same as that of the four, 107 inches, but new Fisher bodies have been designed for it. Smartness and grace have been sought in high, flattened hoods, chromium radiator shells and other innovations. New colours and colour combinations are also provided and seats are wider. A number of other engine, chassis and body improvements are emphasized by the builders.

FORD'S LATEST.

Huge Factory in England.

AN EARLY START.

A development which, it is claimed, will increase Britain's export trade in motor vehicles five times is foreshadowed by the formation of a new British company called the Ford Motor Company, Ltd.

With a capital of £7,000,000—40 per cent. of which will be issued for public subscription—

plant will be erected at Dagenham, Essex, for employing 10,000 men, to produce 200,000 cars a year, which is nearly double the present annual output of cars in England.

The plant will be established on a site with a river frontage of nearly half a mile and to a depth of a mile, and the works will be the greatest motor manufactory in the world outside a few in America.

For three years work of construction at Dagenham will provide employment for many thousands.

Dagenham will produce Ford cars for all parts of Europe. The present Ford Motor Company's plant at Cork will be exclusively devoted to the production of Ford tractors. Ford's works at Trafford Park, Manchester, will be used, when Dagenham is in working order, for assembling.

It will be recalled that four years ago when Mr. Edsel B. Ford, the son of Mr. Henry Ford, was in England, it was announced that the site at Dagenham had been obtained for future development.

Industrial troubles held up the scheme, but Mr. Edsel Ford was in England again in 1926, when he confirmed the intention of the Fordson organisation to develop Dagenham.

The horse-power tax further restrained a start being made, but this year considerable preliminary work, including trial borings in preparation for foundations, has been carried out.

The Daily Chronicle was informed by the company recently that Sir Percival Perry, who has had a good deal to do with building up Ford business in England, will be at the head of the new developments.

"When Mr. Henry Ford visited England earlier in the year," the Daily Chronicle was told, "he looked up Sir Percival, who had, as a matter of fact, retired to his island residence at Herm, in the Channel Isles."

West-End Offices.

"Sir Percival subsequently went

SENSATIONAL REDUCTIONS!!!



**NEW MODELS
NEW PRICES
NEW ASTOUNDING
REDUCTIONS**

These new prices involve drop of from \$100 to \$250.

FIAT 509, 4 Cyl.

4 Seater.

Tourer \$1,795—

Saloon \$2,000—

FIAT 520, 6 Cyl.

5 Seater.

Tourer \$2,500—

Saloon \$2,950—

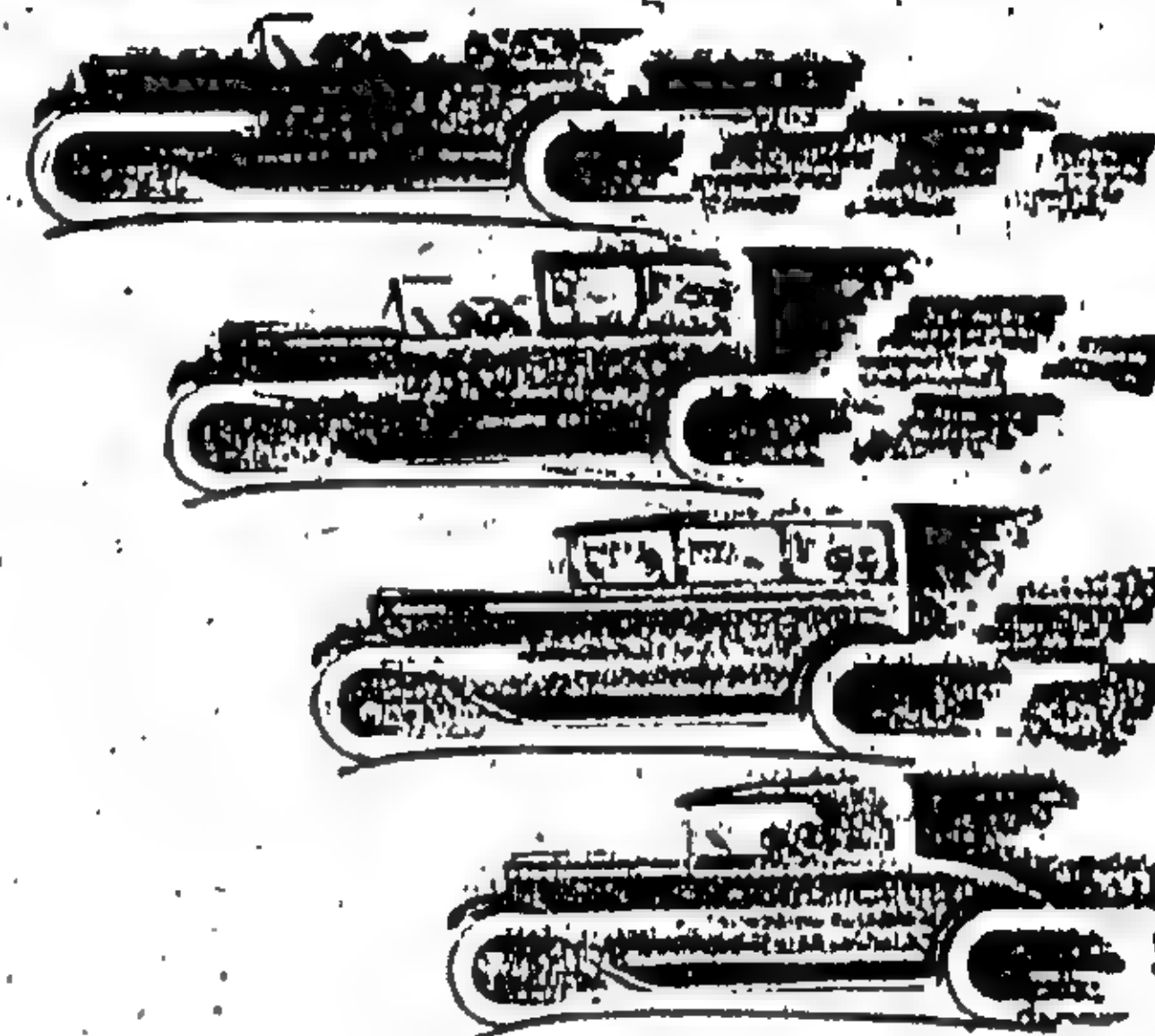
FIAT 521, 6 Cyl.

7 Seater.

Tourer \$3,000—

Saloon \$3,740—

Town Coupe \$4,000—



Trial runs willingly arranged.

SOLE AGENTS FOR SOUTH CHINA:—

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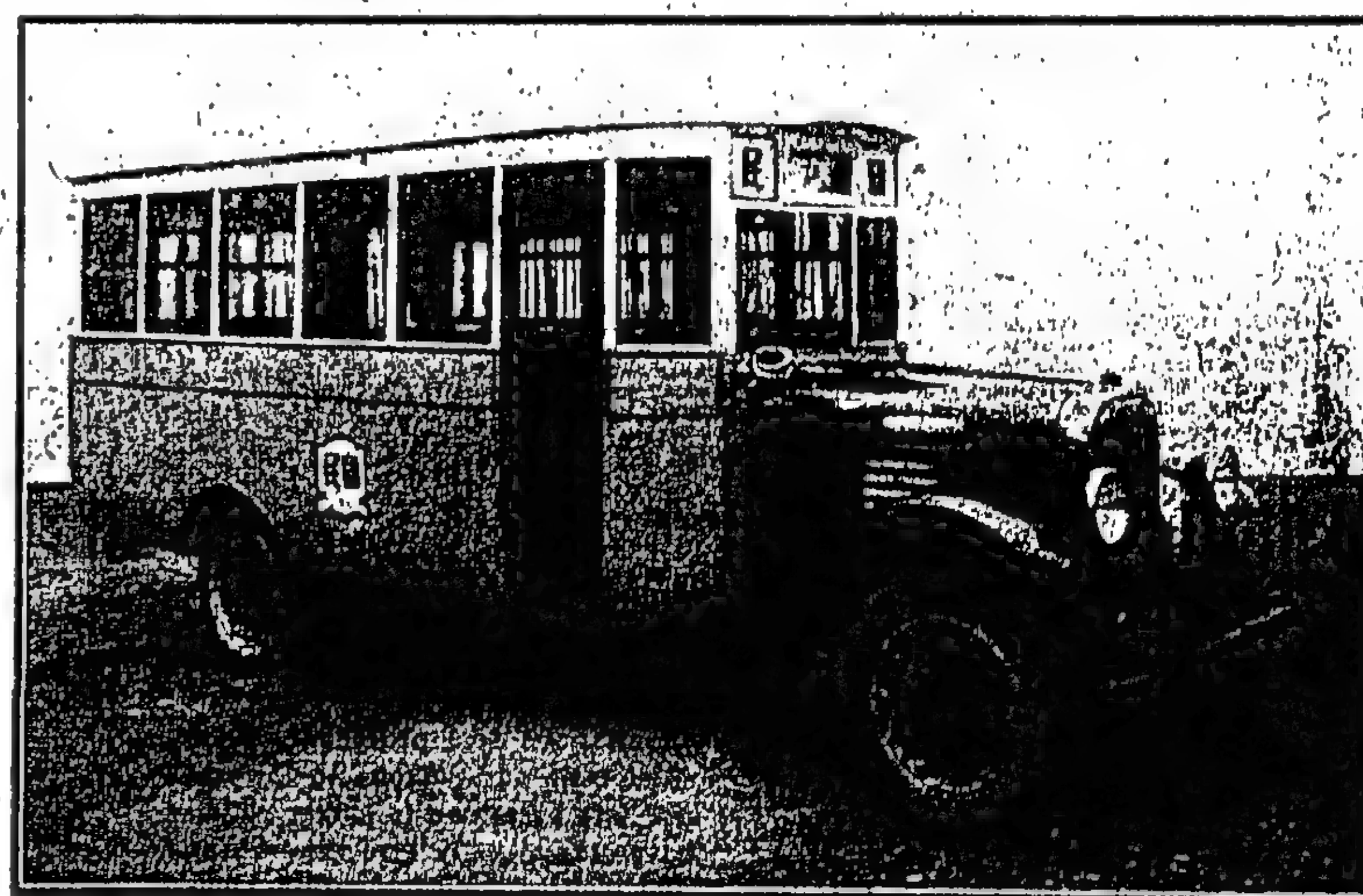
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BROCKWAY

FOR RELIABILITY, ECONOMY AND APPEARANCE

WHETHER FOR PASSENGER OR GOODS TRANSPORTATION
BROCKWAY WILL DO THE JOB PROPERLY.



The above shows one of the Brockway Buses which are now giving good service in Canton.

BROCKWAY trucks are modern in the highest sense of the word. Here, through specialized construction, are built trucks to meet the particular needs of different business. Brockway engineering closely follows every trend in present day transportation.

Full Particulars From—

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SHOWROOM 11, Queen's Road. Tel. C. 575.

OFFICE 48, Stanley Street. Tel. C. 244.

across to the United States and the new venture was finally decided upon during his visit.

"To avoid any misapprehensions, it should be made clear that the Dagenham plan is not one to eliminate Manchester's factory.

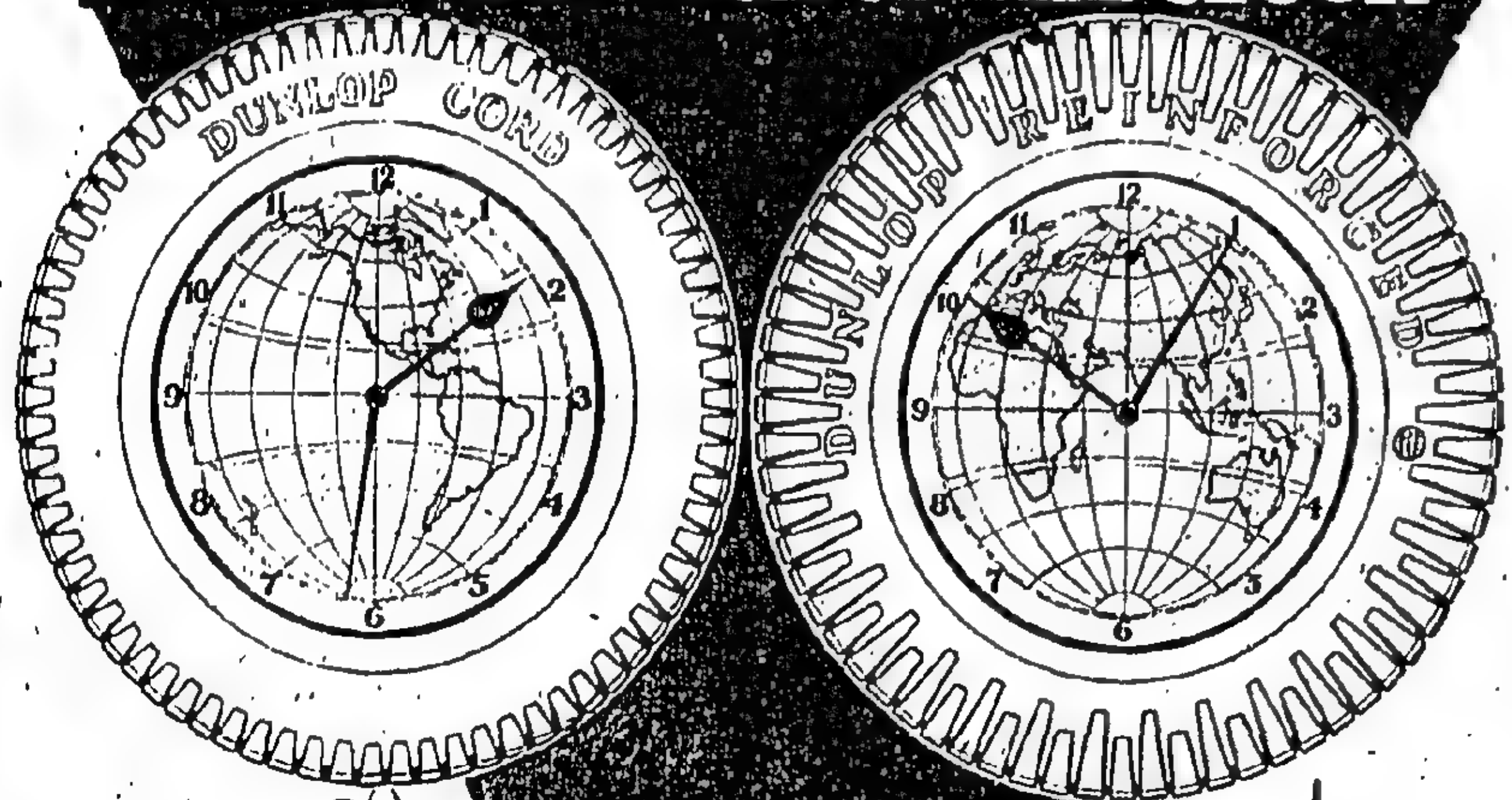
Manchester will always remain an important factor in the Ford organisation, and for many years to come will provide increasing employment.

"Next year, for example, an output of 40,000 cars is planned,

for Trafford Park."

"Amongst the developments connected with the extensions will be the erection of showrooms and offices in Regent-street, London—on the last vacant site left in the famous thoroughfare.

WITH EVERY TICK OF THE CLOCK—



**SOMEONE
BUYS
A**

DUNLOP
STUCK

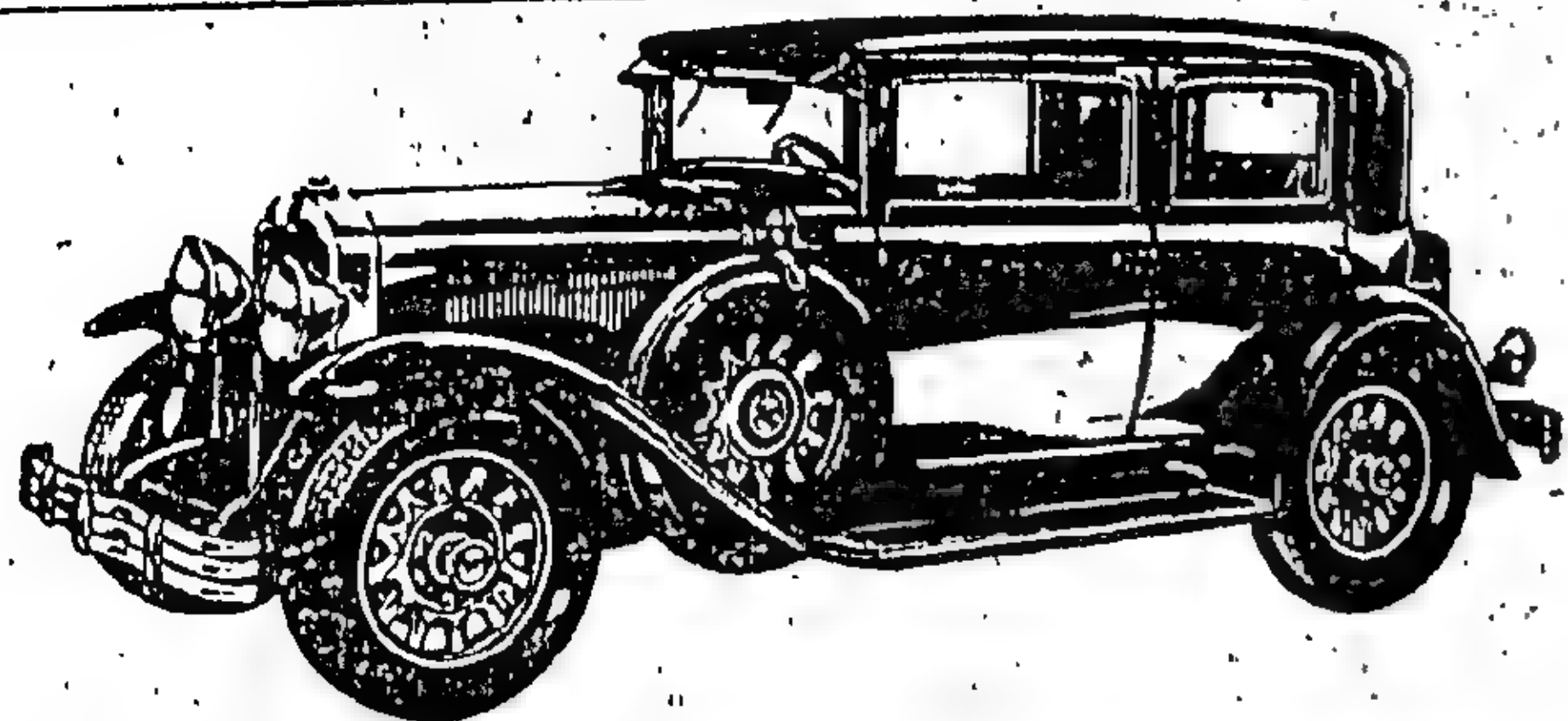
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Drawing the greatest crowds—winning the most enthusiastic praise—rolling up the biggest demand in all fine-car history—the Silver Anniversary Buick with New Masterpiece Bodies by Fisher is scoring the most sensational success ever won by any new quality car!

Millions of spectators thronging Buick showrooms in all parts of the country! Tens of thousands enthusiastically placing their orders for this Buick of Buicks and car of cars!

And all because it is not only a leading engineering achievement of the past twenty-five years—embodying performance abilities unmatched anywhere in the world—but also because it values in an entirely new

style—a fascinating new mode—of automotive beauty and luxury!

The motorists of America, "looked to the leader for leadership" in automotive design. Buick answered with this epic car, setting entirely new standards of style, beauty, and comfort, as well as of dashing performance. And the public is responding with overwhelming demand—a demand that has forced the great Buick factory to production levels unprecedented in its entire history!

THE SILVER ANNIVERSARY

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WHEN BETTER AUTOMOBILES ARE BUILT BUICK WILL BUILD THEM.

TEST FIRST U.S. ROCKET AUTO.



Experiments are now being conducted at Santa Monica, Calif., with the first rocket auto to be constructed in America. Lou Moore, noted racing driver, is conducting the road tests and is shown above inspecting the rear mechanism of the unique car. Rockets discharged through the holes visible in the top picture propel the racer along the bench at Santa Monica as shown below. Moore expects to try soon for a speed record in the car.

SOUND SYSTEM.

Car Horn As Traffic Policeman.

"PRESS THE BUTTON."

Pedestrians may yet have cause to rejoice in a new control for traffic invented by Charles Adler, jun., a signal engineer, of Baltimore.

In addition to allowing cross traffic to interrupt main traffic, the new system will enable foot travellers to obtain the right of way by pushing a button.

Sound and light are "on point" in this scheme.

Operation of traffic lights at certain outlying intersections is to be placed in the hands of the traffic itself.

Vexatious halts at isolated intersections when there is no cross-traffic for which to halt are eliminated.

A vital factor in the plan is the auto-horn which starts an electrical sequence that actually changes the lights.

In Auto-Horn Does It. Approaching a much-travelled main artery, the motorist in the cross-street finds himself stopped at the street-intersection by a red signal-light. Of course, the normal signal-light for the main road is green.

He halts his car near a horn-like contrivance mounted on a pole at the korb. He honks his auto-horn.

A sensitive microphone inside the sound collector on the pole converts the noise into an electrical

impulse, and transmits it to a control-box which operates the mechanism which changes the lights.

When an amber light appears in a lens near the red light the motorist knows that his signal has registered.

A moment or two later he gets his green light; simultaneously a red light appears on the main thoroughfare; and the car from the cross-street secures the right of way.

Main Road's Advantage. After a predetermined interval, the lights change back from red to green on the main avenue and from green to red on the side street.

In case a second motorist, travelling through the cross-street, reaches the intersection just after the lights have changed back to favour main traffic, he cannot immediately get the right of way.

He may blow his horn at the sound-collector; he may see the amber light, indicating that his signal has registered; but the red light against him will continue until a fixed interval has passed.

Then the lights will change to give him, and any traffic which has been halted behind him, the right of way across.

If cross traffic should be heavy at times, so that cars honking continually at the sound-collector, main traffic is still assured the right of way at stated intervals, and recaptures the continuous right of way as soon as the rush of cross traffic ceases.

There is also provision for push-buttons on the poles, so that pedestrians can operate the system.

MAIL FOR BUSES.

The U. S. Postmaster General has recommended to President Coolidge that the government, in order to facilitate the distribution of mail, force motor buses to carry it by contracting at rates fixed by the Interstate Commerce Commission.

HOW DO THEY DO IT?

Two-car owners are becoming more numerous. A recent survey reveals that 20 per cent. of car owners in the United States have two or more vehicles.

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RENOWNED LUSTROUS
CAR POLISH

ONE (SOILED CARTON) BOTTLE SUPPLIED FREE TO FIRST USERS.

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C. P. MARCEL

Hon. Secretary.

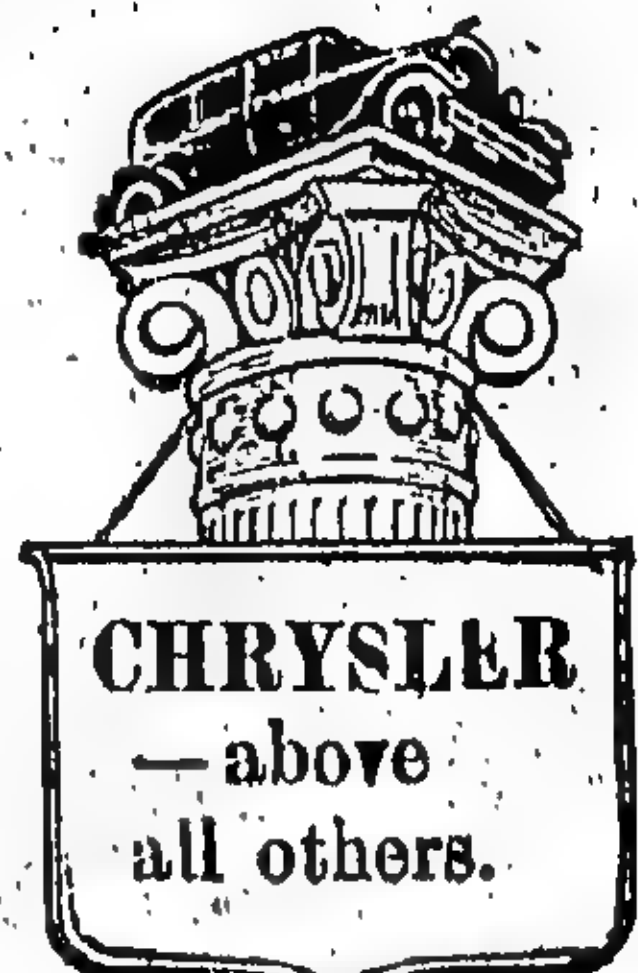
C/o "Hongkong Telegraph"

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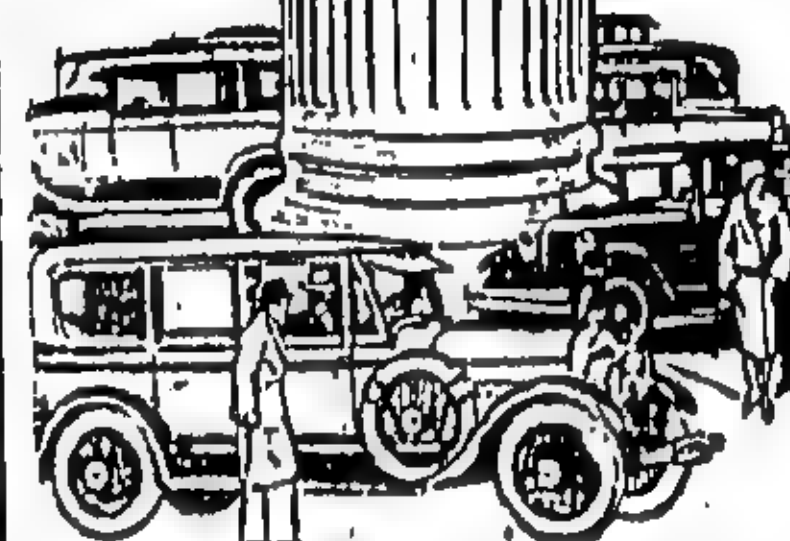
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—above all others.



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(Successors A. LUNG & Co.

Auto Dept.)

30, 32 Des Voeux Road.

Cross Section of Regular or High Pressure Tyre Under Load

This type of tyre rides more directly on the wide rider strip at the center of the tread. That is where the weight and wear come, so that is where extra rubber is needed. The walls and tread of this tyre are thick and stiff, making necessary the use of large design for high pressure tyre.

Cross Section of Gum-Dipped Balloon Tyre Under Load

This type of tyre—low pressure Balloon—carries the load on a wider surface, therefore grooves are cut directly in the center of the Firestone Tread to permit easy flexing. Instead of large, heavy rider strips and projections which retard flexing and cause skidding, the Firestone Tread is provided with small projections and narrow rider strips which increase flexibility and give greater safety and skid-protection.

Scientifically Designed

BALLOON TYRE TREAD

Car owners, the world over, are heralding this latest example of Firestone pioneering for Better Tyres! Glance at the section and you will see why the scientific Firestone tread, supported by a Gum-Dipped carcass—has made

the Balloon tyre practical. More than ever our patrons to-day appreciate Firestone foresight which saves them costly tyre experiment and insures motoring safety, comfort, and—

MOST MILES PER DOLLAR.

Firestone

GUM-DIPPED TYRES

THE DRAGON MOTOR CAR CO., LTD.

Telephone Central 1246 or 1247.

33, WONG NEI CHUNG ROAD, HAPPY VALLEY.

OPEN NEW HIGHWAY.

A new international highway, known as the "Arnold Trail," connecting Three Rivers, Quebec, and Portland, Me., will be opened this year, according to the American Automobile Association.

SAFE FOR MOTORISTS.

It costs money to keep roads safe for motorists in the winter in the United States. Last year's bill for keeping snow off the roads varied from \$6.40 a mile in Virginia to \$186.32 a mile in Wyoming.

JOYS OF MOTORING.

The British motorist is apt to offend the automobile laws in 200 different ways. However, traffic officers of England know only about half of the laws, as some of them date back to 1835.



LANE CRAWFORD'S

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TEMPORARY GARAGE WANCHAI.

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MOTOR NOTES FROM GREAT BRITAIN.

[Special Report to the Hongkong Telegraph.]
BY R.A.C.

The tremendous growth of motor traffic in Great Britain during the last five years is brought out very clearly in the annual census figures prepared by the Automobile Association. These do not deal with street traffic in London or other great cities, but offer a valuable index to average highway traffic throughout the country.

Taking private cars alone, the average traffic passing all the A.A. census points in 1928 was 15,200 cars in a week, compared with 3,000 in 1923. Thus, the average flow has increased more than fourfold in five years. The number of vehicles, however, has only doubled in the same period, so that obviously road usage increases more rapidly than the

number of vehicles and the question of road development becomes correspondingly more pressing.

Touring in Europe.

Mention of the A.A. calls to mind a recent occurrence which shows how useful this organization can be to British motorists touring in Europe. A number of motorists were obliged to remain in Ostend over night as, owing to an accident to a crane, their cars could not be off-loaded from the ship till the morning. With the aid of their local representative the A.A. were able to recover from one of the Belgian Government Departments, a monetary recompense equivalent to the return

freight charge on the cars in the case of each A.A. member concerned.

It is good to learn that representation of British cars on the Continent has lately been increased by the appointment of agents in Holland for the sale of Talbots. The 14/45 h.p. 6-cylinder model has earned a fine reputation since its first public appearance over two years ago and despite the handicap of the import duty it is likely to find a considerable market in Europe.

The excellent performances of standard productions in the hands of amateurs are gradually killing the carefully fostered cliché that British cars are suitable only for British roads. A typical example is the 4,500 mile trip undertaken by two brothers with a Humber fabric saloon through thirteen European countries including parts of the Balkans where road conditions were of the very worst. Although a complete set of spares was carried the car stood up to its work so successfully that on its return to England the packages were returned to the works at Coventry unopened.

France is an ever popular touring ground and many British motorists drive down to the Riviera each year. An owner of a 16 h.p. Sunbeam recently did some 3,000 miles over the roads between the Northern coast and the Mediterranean including visits to many of the old towns en route and numerous excursions to such places as Peira Cava, over 6,000 ft. above sea level, and the Col de Braus, 3,275 ft. Despite the big mileage and a heavy load not a

single puncture was experienced; in fact, beyond planning, oiling and replenishing nothing was done to the car from start to finish.

Cars for Overseas Visitors. With the next few months the leave season will commence once again and to a number of visitors to England the question of a car for the period of their stay will become important.

The scheme evolved by Shaw & Kilbourn Ltd., and successfully operated for several years past, undoubtedly allows the Overseas visitor to do his motoring in the most economical and trouble-free manner. Besides guaranteeing an agreed price for the repurchase of the car at the end of the stay, this firm has a most comprehensive service arrangement under which owners may take their cars to the London service station for periodical inspection, for which, together with certain adjustments, no charge is made. By these means visitors' cars are kept at a constant pitch of efficiency.

Quite a number of visitors each year take their cars back with them on their return overseas and arrangements can be made so that the minimum time is required for packing and shipping. A car that has been designed throughout with an eye to overseas conditions is the 6-cylinder Brocklebank. The engine has a 2½ in. bore and 4½ in. stroke; the four-bearing crankshaft is particularly sturdy and revolves in 2 in. diameter bearings. Lockhead hydraulic brakes are employed. A number of these cars, fitted with saloon bodies have, after severe tests, been purchased for use in Japan.

NOTICE

TO
ADVERTISERS.

All advertising to be inserted in this Motor Supplement, must be delivered not later than 2 p.m. on the Wednesday of the week of publication.

Used Cars

SEE US WHEN YOU WISH TO
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That's why our repair
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YOUR CAR
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THE BEST
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MEMBERS

of the Hongkong Automobile Association are requested to address all communications to—
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H. K. A. A.
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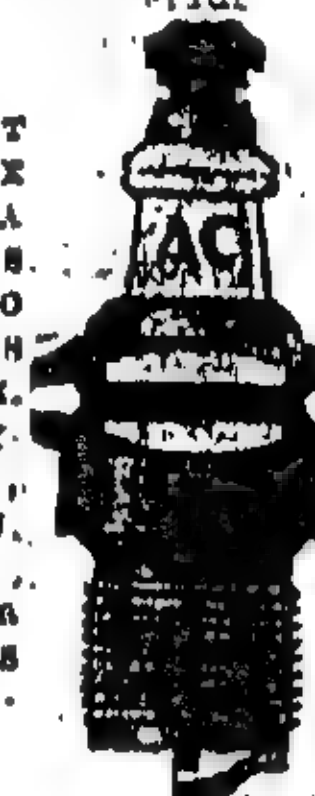
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SPARK PLUGS

Proved by Every Test
Standard to the World



PREPARED BY THE
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MAKING OF SPARK
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BY OVER 200 SUCCES-
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"THE STANDARD
SPARK PLUG OF
THE WORLD."



THE CHEVROLET
FACTORY ALONE
TAKES NEARLY A
MILLION A.C. PLUGS
EVERY YEAR. TO
NAME A FEW OTHERS
—BUICK, BRER
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BLER, PONTIAC,
CHANDLER, HUDSON,
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SALLE—AND DOZENS
OF OTHERS.

It will Pay you

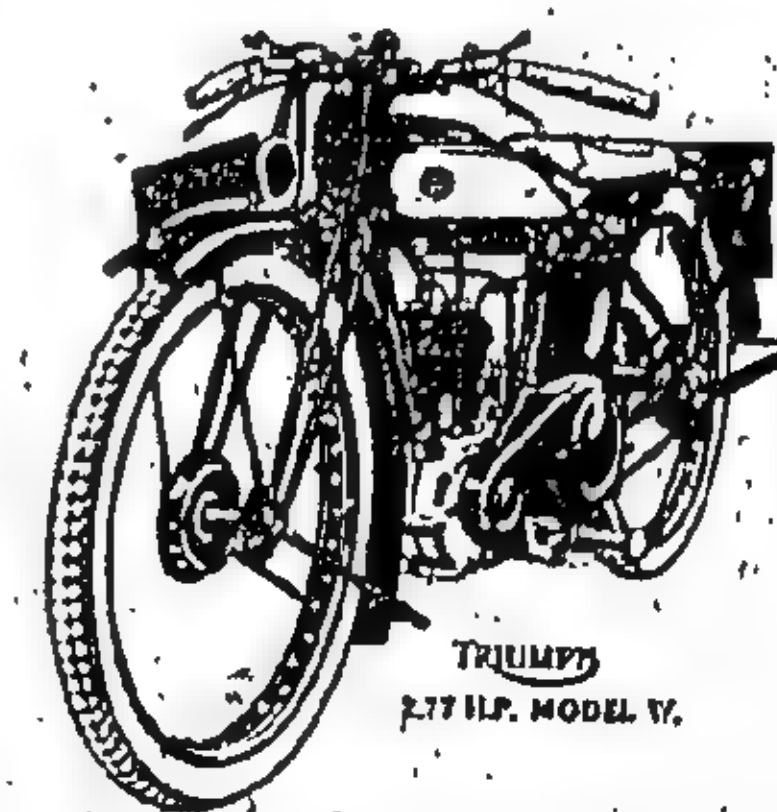
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Hong Kong Hotel Garage.

SOLE DISTRIBUTORS
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THE BEST
MOTORCYCLE
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THE



"TRIUMPH" W3. 2.77 h.p.

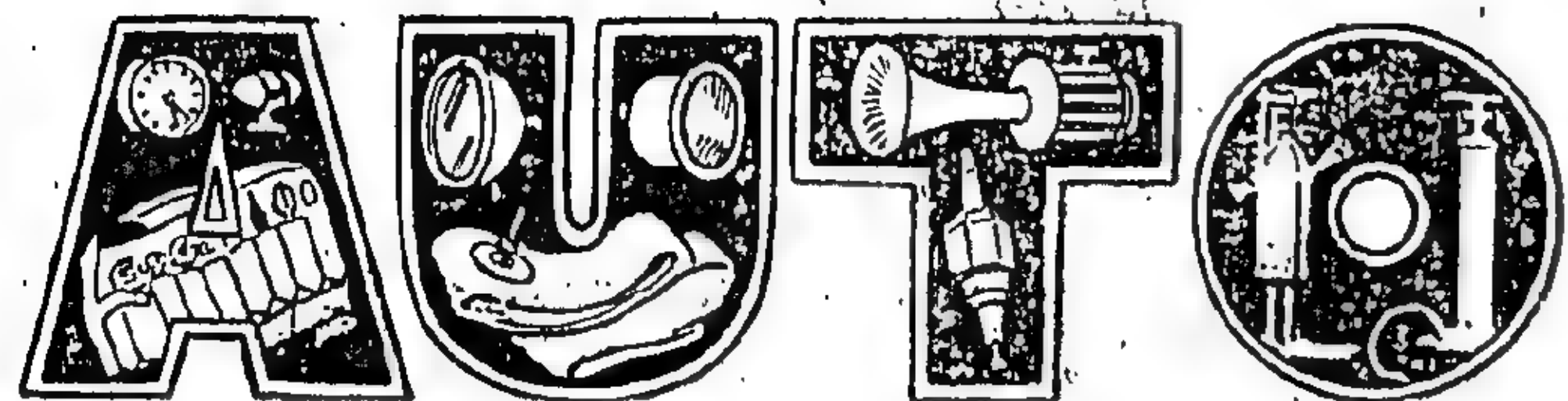
A sturdy little mount possessing great hill-climbing propensities, quick acceleration and the reliability of all "Trusty Triumph" Productions.

Complete with full electric equipment,
horn and tools as specification.

PRICE \$485.00

Stocked and Serviced by

ALEX ROSS & Co. (CHINA) Ltd.
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SUPPLY HEADQUARTERS

The most complete stock of Auto Accessories in the City are here at lower than elsewhere prices.

No matter what you might want in accessories we have it.

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30-32 Des Vœux Road, Central.

LUBRICATING MOTOR ENGINES.

By LEWIS A. PARKER, M.I. MECH.E., M. I. MAR. E.

Being the report of a recent lecture given at the Institute of Engineers and Shipbuilders at Hongkong.

(PART ONE)

No machine can work without lubrication, and too much attention cannot be paid to it, as the life of a motor car depends upon the quality of oil used.

Oil is an essential part of any machine.

There is, however, a difference between "lubrication" and "correct lubrication." There is a long distance from a "no-trouble" standpoint to perfection in operation, and it is only by carefully analyzing the actual conditions, and using specially selected oil, that perfect results can be obtained and maintained.

There are several misleading ideas about lubrication, and the most common one is that "all oils are the same."

Very often you are offered oils "just as good as" another, because they have similar flash, fire and viscosity figures, and are cheaper per gallon.

The argument seems sound, but what are the facts?

Buying oils by "specification" is a mistake. It is quite possible to make an oil to a specification—or near enough—which will destroy your engine. The fact that it is up to specification is no guarantee of its lubricating value.

Another thing, it is common to refer to different grades as Light, Medium or Heavy, and oils are often compared and bought on that grade. There is no universal standard, if you ask for a Medium oil, you may get Medium as far as the refiner is concerned, but it may be another refiner's Light, or Heavy.

To avoid any trouble, you should always ask for oil by brand, name and grade.

When you consider that the amount you pay for oil is about the smallest item of expenditure you have, it seems hardly worth while to risk your car with inferior products.

Oil costs "cents," but friction and wear cost "dollars."

The most common type of engine used for aeroplanes, motorcars, motor cycles, buses, trucks, etc., is that known as the four stroke, and its principle of working is, that one power impulse is generated in four strokes of the piston, or one power impulse for every two revolutions of the crank shaft.

There is also another method—the two stroke cycle, in which one power impulse is generated in two strokes of the piston, or one power impulse for every one revolution of the crank shaft.

In this type of engine the crankcase is closed and made air tight, and the fuel charge, instead of being drawn directly into the cylinder, as in the four stroke, is drawn into the cylinder, is compressed, and fired, and the burnt gases are exhausted at the completion of the power stroke.

The important difference between the two types comes from the fact that in the four stroke practically all the burnt gas is driven out of the cylinder. In the two stroke type the burnt gases are displaced and forced out of the exhaust port by the fresh charge entering the cylinder from the crank cases. If the amount of this is reduced for light loads, less of the burnt gas is forced out, and the fresh charge is diluted, rendering it difficult to ignite, and so the engine operates unevenly at light loads, which makes it unsuitable in general for motor car use. The majority of these engines are used in motor boats, and light motor cycles where they generally operate under fairly heavy loads.

The piston, which is inside the cylinder, serves to transmit the explosion to the connecting rod and crank. Since the piston head is in direct contact with the burning charge, it must be designed to permit quick transfer to the cylinder walls of the heat absorbed by it. It should also be light in weight to permit its motion to be quickly reversed at each end of its stroke.

In order that the full force of the exploded gases may be utilized, the piston must be a good fit in the cylinder. If it is not, gas leakage will occur, which means a loss of power. On account of expansion under heat, it is not possible to make the piston such a good fit that it will be gas tight, and therefore the piston is provided with rings which are designed to "expand against the cylinder wall, closing the clearance space around the piston.

These rings are split at one point in the circumference, and have sufficient tension to keep against the cylinder wall.

It must also be borne in mind that as the charge is compressed, it gets behind the ring and also assists in forcing it against the cylinder face.

The number of rings is three or four—more often the former. In some engines the number has been reduced to two, and there is probably no question about the soundness of reducing the number of rings, if they are well designed and pegged.

The piston friction is more than half the total amount of friction in the engine, so that by having fewer rings the piston friction is reduced.

Piston rings should be pegged—if not they rotate in use and get into line, which allows the gas to "blow-by," losing power, and breaking the oil film. Further, they wear to the shape of the cylinder, and if, after cleaning, they are put back anywhere, they will not be a good fit, whereas, if they are always put back in the same position, they make a much better seal.

(To Be Continued.)



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Qualities Of All-
Weather Tread
Tyres Make Possi-
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And Great Driving
Power---With a
Definite Assurance
Of Safety And
Comfort.

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MORRIS MINOR

R.A.C. Horse-Power Rating 8.1

Brake Horse-Power 29 at 3200 Revolutions.

Piston Displacement 116.8 Cubic Inch. Wheel-Base 78 Inches.

Speed 50 M.P.H.

Model	Net Weight	F.O.B. Factory Price	Extras	Packing Shipping Delivery	Hongkong Price
Tourer	4-pass. 1,200 lbs.	£125	£3	£17	£145
Saloon	4-pass. 1,450 lbs.	135	8	32	175

Hongkong Price includes Triplex Glass, Spare Wire Wheel, Tire and Tube, Bumpers and Extra Hand Horn.

MORRIS-COWLEY (48" Track)

R.A.C. Horse-Power Rating 11.9

Brake Horse-Power 27 at 3200 Revolutions.

Piston Displacement 122.56 Cubic Inch. Wheel-Base 105 Inches.

Speed 55 M.P.H.

Roadster	4-pass. 1,985 lbs.	£160	£3	£27	£190
Tourer	4-pass. 2,010 lbs.	175	5	30	210
Light Van	8-cwt. 2,015 lbs.	175	3	32	210
Traveller's Car	2-pass. 2,035 lbs.	180	5	30	215
Coupe	4-pass. 2,040 lbs.	180	7	38	225
Saloon	4-pass. 2,180 lbs.	190	10	40	240
Facile Saloon	4-pass. 2,035 lbs.	190	10	40	240

Hongkong Price includes Triplex Glass, Spare Wire Wheel, Tire and Tube, Bumpers and Extra Hand Horn.

MORRIS-COWLEY (56" Track)

R.A.C. Horse-Power Rating 13.9

Brake Horse-Power 28 at 3200 Revolutions.

Piston Displacement 152 Cubic Inch. Wheel-Base 105 Inches.

Speed 60 M.P.H.

Tourer	5-pass. 2,320 lbs.	£185	£5	£35	£225
Saloon	5-pass. 2,440 lbs.	205	10	45	260

Hongkong Price includes Triplex Glass, Spare Wire Wheel, Tire and Tube, Bumpers and Extra Hand Horn.

MORRIS-OXFORD 14/28

R.A.C. Horse-Power Rating 13.9

Brake Horse-Power 28 at 3200 Revolutions.

Piston Displacement 152 Cubic Inch. Wheel-Base 105 Inches.

Speed 55 M.P.H.

Roadster	4-pass. 2,210 lbs.	£200	£7	£33	£240
Tourer	5-pass. 2,330 lbs.	215	7	38	255
Coupe	4-pass. 2,430 lbs.	225	20	45	290
Saloon	5-pass. 2,530 lbs.	240	25	45	310
Saloon de Luxe	5-pass. 2,555 lbs.	265	25	45	335
Facile Saloon	5-pass. 2,410 lbs.	255	15	45	315
Traveller's Brougham	5-pass. 2,635 lbs.	250	10	45	305

Hongkong Price includes Triplex Glass, Leather Upholstery, Spare Wire Wheel, Tire and Tube, Bumpers, Extra Hand Horn.

MORRIS-OXFORD 16/40

R.A.C. Horse-Power Rating 15.5

Brake Horse-Power 30 at 3200 Revolutions.

Piston Displacement 160.5 Cubic Inch. Wheel-Base 114 Inches.

Speed 60 M.P.H.

Tourer	5-pass. 3,050 lbs.	£295	£7	£43	£345
Saloon	5-pass. 3,130 lbs.	310	15	55	380
Facile Saloon	5-pass. 3,065 lbs.	320	10	55	385

Hongkong Price includes Triplex Glass, Leather Upholstery, Spare Wire Wheel, Tire and Tube, Bumpers, Extra Hand Horn.

MORRIS SIX

R.A.C. Horse-Power Rating 17.9

Brake Horse-Power 30 at 3200 Revolutions.

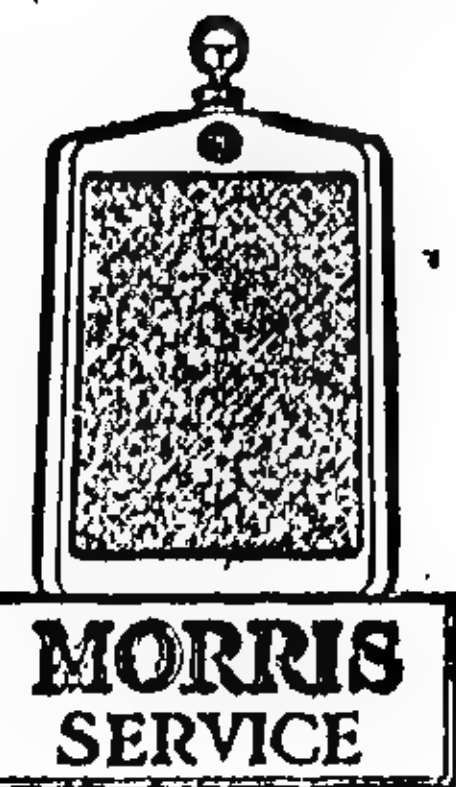
Piston Displacement 280.24 Cubic Inch. Wheel-Base 117 Inches.

Speed 65 M.P.H.

Tourer	5-pass. 3,150 lbs.	£345	£10	£45	£400
Coupe	4-pass. 3,215 lbs.	365	15	60	435
Saloon	5-pass. 3,280 lbs.	375	20	60	455

Hongkong Price includes Triplex Glass, Leather Upholstery, Spare Wire Wheel, Tire and Tube, Bumpers, Extra Hand Horn.

Equipment and Price subject to change without notice.



BEFORE YOU PURCHASE ANY CAR INVESTIGATE THE DEALERS' SERVICE AND INSPECT STOCKS OF PARTS CARRIED—COMPARE MORRIS VALUES AND ASK US FOR A DEMONSTRATION.

THE HONG KONG HOTEL GARAGE
25 Queen's Road Central Tel. Central 4759.

HINTS FOR THE MOTORIST

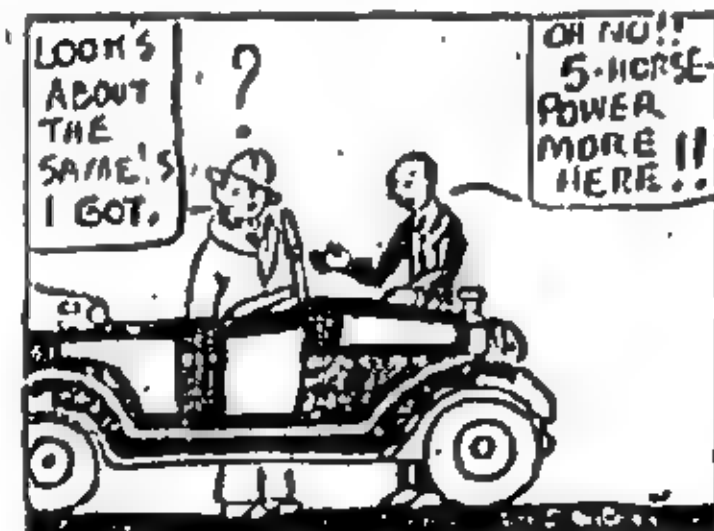
ALBERT L. CLOUGH

STARTER TROUBLES.

The usual causes of starter failure are lack of battery power, imperfect connections somewhere in the starter circuit, failure of the motor properly to transmit its power to the engine flywheel and engine conditions which overload the motor. If the lights, when switched on, do not burn, the battery is evidently "dead" or disconnected and if they burn only dimly, it is probably too much exhausted to operate the starter fast enough to give results or possibly to make it function at all. If pushing the starter pedal, almost or quite extinguishes the lights, it is almost certain that the battery is too low for successful starting. The remedy, of course, is recharging, assuming that there is nothing else wrong with the battery. In case the lights do not dim noticeably, when the pedal is pushed, it indicates that little if any current flows in the starter circuit, due to failure of the circuit to be closed or to very high resistance connections. Under these conditions, see that the battery cable-clamps are tight and free from corrosion, that connections to the switch are tight and that it really makes a firm, clean contact, that the cable connection to the motor is secure and that the starter-motor bushes have a good bearing on their commutator. If none of these attention remove the trouble and the battery is not dead, there is probably something wrong with the motor itself. It sometimes happens that, when the pedal is pushed, the starter motor can be heard humming, but the engine is not turned over. This is because the pinion on the motor shaft does not move into mesh with the flywheel gear of the engine on account of its being stuck on the threads along which it is intended to travel.

Usually, quitting the reason on these threads, will clean them and remove the trouble. Should the motor start when the pedal is pushed and instantly stop abruptly, without turning the engine, this may indicate no fault with the starter, but that the battery is weak or that the engine turns over abnormally hard, due to cold stiffened oil, a seized condition arising from lubrication failure or stiffness occasioned by overtight piston-rings or bearings. Sometimes the starter may fail to crank an engine, which has stood idle for weeks in a cold place and preliminary hand-cranking may be necessary to free stuck parts. Very slow rotation of an engine may mean that the starter is overloaded, as above described. The stalling of the starter motor when the pinion goes into engagement may be caused by the jamming of its teeth in those of the flywheel gear, and usually the teeth will not release of themselves. High gear should then be engaged and the car pushed back and forth in the hope of demeshing the pinion. Faulty alignment of the pinion-shaft with the flywheel is a usual cause of this trouble.

Minor Changes.



Question—I bought a car about a year ago and now the local dealer wants me to trade it in for one of the new model, the engine of which he says develops five horsepower more than the old one, although it is of the same size and to all appearances practically unchanged. Is there anything in the above claim or is it merely "bunk"?

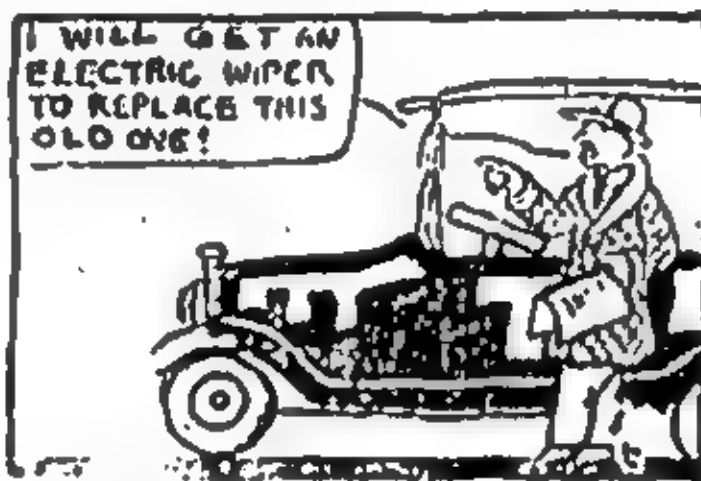
MORE MOTORS.

British Progress in Jamaica.

According to the annual Colonial Report for Jamaica, trade in 1927 was the most satisfactory since the war, for although the extravagant figures of the post-war boom were not approached, the high mark reached was directly due to steady progress over several years. "As one indication of the plenty of money during the year," states the report, "it may be mentioned that the values of the motor cars imported amounted to over £227,000 of which more than £72,000 was accounted for by cars manufactured in the British Empire. Five years previously the corresponding figures were £120,807 and £19,000 respectively."

Answer: There is no good reason to doubt the dealer's statement. Nearly every manufacturer increases the output of his engines, from time to time, by improvements in design and construction and often without making any increase in bore or stroke. Most of these changes are not readily apparent, consisting in such alterations as increased compression, lighter and better balanced moving parts, improved manifold action, larger inlet valves, better carburetors, tighter fitted pistons, superior cam outlines and many other details. A try-out of the new model will soon enable you to decide for yourself as to whether the claims are warranted.

Electric Windshield-wiper. Question—My car came equipped with one of the windshield wipers that are worked by the vacuum of the engine and I want to replace it by an electric wiper, but I notice my instruction book says, "consult your electrical service station before attaching additional lights, cigar lighters or other devices on the electrical system, which may place too great a load on the battery." Would installing this electric wiper cause any trouble on this score?



Answer: No. It does not call for a large current and is in use such a small part of the time that its effect on the battery charge will hardly be noticed.



THE average motorist buys nearly three tyre casings annually, according to the Automobile Club of Southern California. The exact rate is 2.8 casings per motorist, while the rate of inner tubes is slightly higher, or 3.1 per motorist.

IKATE Father: "What is that stuff on my new car? Where have you been?"

Calm Son: "That's only traffic jam!"

IN view of the remarkable performances of Thornycroft vehicles in Brazil, it is not surprising to learn that the branch of that company in Brazil has received a repeat order for 10 30-cwt. chassis for delivery to the Rio de Janeiro Light & Power Co.

THE municipal council of Paris is considering the installation of moving underground sidewalks to avert a majority of traffic accidents in that city. Three platforms, travelling at varying speeds, are planned.

A full stomach is the cause of many automobile wrecks, according to a well-known physician. This is noticeable in the increase in accidents after Thanksgiving, Christmas and New Year, when after a big dinner the automobile driver becomes drowsy and incautious, according to the physician.

APPROXIMATELY 122,000 miles, or 50 per cent. of the main roads in the 26 states in the snow belt will be kept free from snow, the American Automobile Association reports. About \$5,425,000 will be spent in this undertaking.

DOCTOR (questioning negro applicant for chauffeur): "George, are you married?"

"No, suh, goss, no, suh. Ah makes my own living."

A 73-mile stretch of concrete road, recently completed between Denver and Colorado Springs, Colo., has not a single railroad grade crossing in its entire length. Formerly there were 18 such crossings on this route.

MOTORISTS of the British Isles contribute about £23,000,000 annually for the upkeep of roads.

The
Choice
of the—

G. W. R.
L. N. E. R.

and

SOUTHERN RAILWAY
for their new
RAIL-ROAD SERVICES

THORNYCROFT

SIX—CYLINDERED

COACHES & OMNIBUSES

Preferred by experienced users!

Further particulars of our Lorries, Vans, etc., for 1½ to 7 tons, and Coaches or Omnibuses for 20 to 45 passengers forwarded on request to:—

JOHN I. THORNYCROFT & CO., LIMITED.

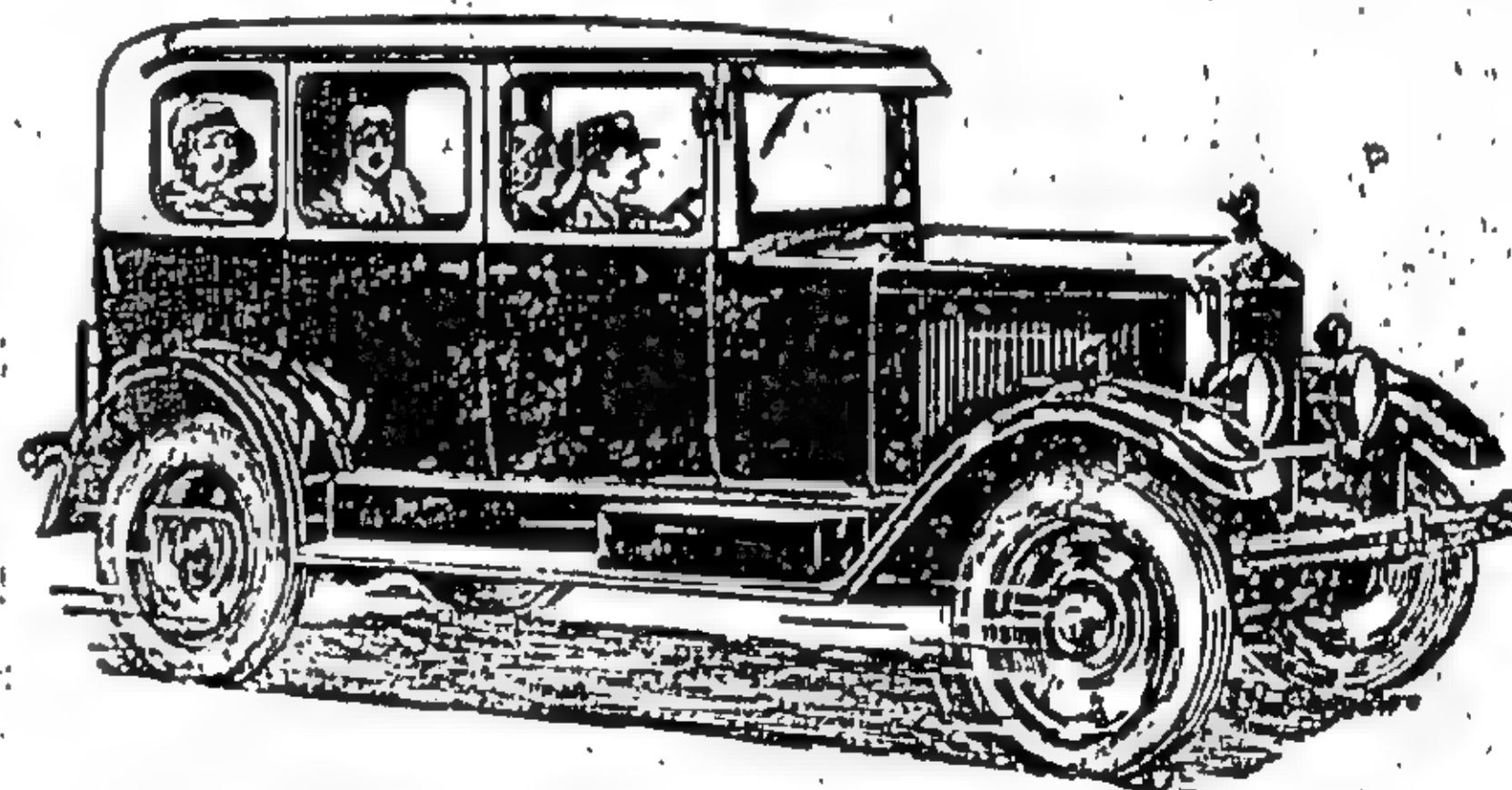
UNION BUILDING.....HONGKONG
FIFTH.....FLOOR.

Write us and our representative will call.

Telephone Central 4831.

DEAL DIRECT.

This higher-powered, full-track
MORRIS-COWLEY is built
for the roads you use!



THE worst roads hold no terrors for a car with a high clearance, 56 in. track and magnificent workmanship of the new high-powered Morris-Cowley—a car specially designed and built for World motorists. Costly materials, perfect machinery and fitting have provided rugged resistance to road shocks and daily wear.

And a Morris costs less to run, lasts longer and needs fewer replacements, while giving complete comfort through exceptionally roomy design and studied care for detail.

The Morris 1929 range includes open and closed cars with a choice of colours and a variety of body styles unparalleled. Each model, from the Morris Minor to the 16/40 h.p. Morris-Oxford, sets a new standard of outstanding value in its class.

Morris After-Sales Service is world-wide and world-renowned, and prices of Morris Cars and Spare Parts are fixed by the Factory.

Ask your Morris Dealer for full details of these fine products of Europe's greatest automobile building organisation.

MORRIS

MORRIS MOTORS (H.K.) LTD., COLLEEN, OXFORD, ENGLAND

THE HONG KONG HOTEL GARAGE
25 Queen's Road Central Tel. Central 4759.

KOWLOON TONG WATER.

LOW STATE OF THE SUPPLY EXPLAINED.

IMPROVEMENT HOPES.

In our Pictorial Supplement to-day will be found an interesting picture showing the low state of the water in the reservoir at Kowloon Tong which was specially constructed to supply the garden city with water for flushing and garden purposes.

As is widely known, residents at Kowloon Tong have for many weeks past been complaining that there has been no water in the flushing systems in their houses, and the question has formed the subject of discussions at meetings of the Sanitary Board. It was also raised at a recent meeting of the Legislative Council, the Hon. Mr. J. P. Braga pleading for sympathetic consideration of the matter by H.E. the Governor. It will doubtless be recalled that, in reply, the Hon. Colonial Secretary stated that H.E. the Governor and the Director of Public Works would be pleased to meet a representative of the residents of Kowloon Tong with a view to ascertaining what steps are possible to improve any defects which exist in the system.

The reservoir concerned was designed to supersede an original scheme of electric pumps and storage tanks for the provision of water for flushing purposes. It was reported at the time that the digging of wells and the installation of pumps "was discarded in favour of a reservoir which would be large enough to furnish the estate with a permanent flush water supply as well as water for gardens and washing purposes."

The reservoir is situated on the hill just above the upper area of the Kowloon Tong estate. It is easy of access and can be reached by a narrow path on the hills from the far boundary of the estate. Almost immediately above the reservoir is a pool formed by throwing a small dam across a narrow gully which impounds the water. The reservoir is formed by a dam being built to join up two hills, rather steep, and it would appear that without a copious and a more or less constant rainfall, the storage capacity of the reservoir cannot be utilised to its maximum advantage.

By means of a cast iron pipe, which in our illustration can be seen left high and dry, the water is conveyed from this storage site to the estate in the Kowloon Tong valley and distributed to the houses. At the present time over 200 houses have been finished and are occupied. When the whole scheme is completed there will be 250 houses in all. The water supply in question is unfiltered and is intended mainly for flushing purposes. Residents are supplied with drinking water from the Government main, for which they contribute their quota of the revenue derived by the Treasury on account of water rates.

Kowloon Tong residents have learned with much satisfaction that an improvement in the present system is promised.

RIGID AIRSHIPS.

MR. SPANER AGAIN PREDICTS DISASTER.

Mr. E. F. Spaner, the arch-enemy of the airship, has written another provoking book called "About Airships." (E. F. Spaner, 68, net), now published in support of his belief that "rigid airships have no future."

He recapitulates his main arguments in a manner designed for lay readers and sums up his views on R. 100 and R. 101 as follows: "I am very doubtful whether either of these great monsters will be capable of emulating the performances of the Graf Zeppelin. I have been so much impressed with the likelihood that disaster will befall both of these ships, that I have set out just why and where I expect these new attempts at conquering the air with lighter-than-air craft to fail."

He decides that the rigid airship will not be able to withstand the forces it will meet in storms; that it will be blown most of the time either "pitched up" or "pitched down" at an angle which will cause acute discomfort to the passengers. "Even if rigid airships could be built as strongly as ocean-going liners, their passengers would be hurled about like so many dummies when storms or temperature 'dunts' were encountered."

Mr. Spaner states that this is the last book on rigid airships that he will write.

Sets may now be booked in advance at Moutrie's and the Star for the farwell performance of the Macedonia Players on Friday next, and also for the Banvard London Musical Comedy Company who commence a short season at the Star Theatre on Saturday.

CHINA COAST OFFICERS.

LATEST PROMOTIONS AND TRANSFERS.

Captain W. L. Shinn, of the Chengtu, is on reserve. Captain J. D. Whyte, from reserve, has gone master, Chengtu.

Mr. J. R. Forster, second officer, Sunning, has gone chief officer, Wuchang. Mr. T. L. Rasmussen, chief officer, Wuchang, is on Home leave.

Mr. D. D. Richards, chief officer, Anking, is on reserve. Mr. T. B. Low, from reserve, has gone chief officer, Anking.

Mr. A. F. Maginnis, chief officer, Fatshan, has gone chief officer, Chekiang. Mr. D. V. Duncanson, chief officer, Chekiang, has gone chief officer, Fatshan.

Mr. G. T. M. Ramsey, second officer, Huichow, is on reserve. Captain C. Harris Walker, C. N. Co., from Home leave, is on reserve.

Mr. A. G. Cooke, second officer, Sunning, has gone second officer, Tunting. Mr. J. N. Daniel, second officer, Tunting, has gone second officer, Nanning.

Mr. H. S. Fairclough, from reserve, has gone extra second officer, Shenzhou.

Mr. J. R. Forster, acting chief officer, Sunning, has gone acting chief officer, Wuchang.

Mr. W. J. Jones, extra second officer, Hain Peking, has gone second officer, Liangchow. Mr. D. Needham, second officer, Liangchow, has gone extra second officer, Shenzhou.

Mr. J. R. Greig, chief engineer officer, Wantung, has gone chief engineer officer, Chingkiang. Mr. W. Whist, chief engineer officer, Chingkiang, has gone chief engineer officer, Ichang. Mr. M. M. McNeill, chief engineer officer, Ichang, is on reserve.

Mr. A. Orr, from Home, has been appointed extra third engineer officer, Whangpu.

Mr. D. McL. Buchanan, second engineer officer, Huoh, has resigned from the China Navigation Company. Mr. J. Gardner, from reserve, has gone second engineer officer, Huoh.

Mr. J. Small, extra chief engineer officer, Ningpo, is on Home leave.

Mr. A. McVean, extra chief engineer officer, Wantung, has gone chief engineer officer, Ngankin.

Mr. G. S. Arthur, from reserve, has gone acting chief engineer officer, Wantung.

Mr. A. W. Black, extra second engineer officer, Tuingchow, is on reserve.

Mr. W. P. Barclay, from Home leave, has gone second engineer officer, Yunnan. Mr. A. B. Blair, second engineer officer, Yunnan, is on reserve.

Mr. H. J. Atkinson, third engineer officer, Chengtu, has gone third engineer officer, Sinkiang.

Mr. J. B. Keny, third engineer officer, Sinkiang, has gone third engineer officer, Chengtu.

Mr. L. McKee, from reserve, has gone chief officer, Kumsang.

Mr. K. J. Hanners has been appointed third officer, Hangsang.

Mr. A. F. Jamieson, from reserve, has gone third officer, Chipping. Mr. H. M. Nelson, third officer, Chipping, is on reserve.

Mr. A. Pirie, from reserve, has gone second officer, Yusan.

Mr. A. Robertson, acting chief officer, Kungwo, has gone acting chief officer, Fuhwo.

Mr. J. Smith, extra chief engineer officer, Foshing, has gone chief engineer officer, Mingsang.

Mr. J. Rennie, chief engineer officer, Mingsang, is on reserve.

Mr. J. Turner, from reserve, has gone acting second engineer officer, Lamsang.

Mr. G. Porterfield, from reserve, has gone second engineer officer, Loongwo.—Shipping and Engineering.

EXCHANGE RATES.

	London, Feb. 8.
Paris	124.30
Brussels	34.90
Amsterdam	12.12 1/2
Berlin	20.47
Copenhagen	18.10
Vienna	34.58 1/2
Helsinki	193
Lisbon	109 1/2
Bucharest	810 1/2
Buenos Aires	47.7/16
Shanghai	2/0 3/4
Yokohama	1/10.17/32
New York	4.85 11/16
Geneva	25.24
Milan	32.75
Stockholm	18.15
Oslo	18.10
Prague	164
Madrid	80.995
Athens	375
Rio	5.23/32
Bombay	1/6.31/32
Hongkong	2/-
Silver (spot)	25 1/2
Silver (forward)	25.15/16

—British Wireless.

Amongst the passengers by the a.s. President Polk, arriving here this morning, were Dr. and Mrs. Glenn C. Burbank, who are conducting a party round the world, organised by the D. F. Robertson Travel Bureau of Los Angeles.

U.S. POLITICIAN'S DEATH.

FORMERLY IN CHINESE CUSTOMS SERVICE.

MR. EDWIN DENBY

A Reuter's telegram to hand this morning from Detroit announces the death of Mr. Edwin Denby, former Secretary of the U.S. Navy, who was at one time in the service of the Chinese Maritime Customs. The late Mr. Denby was born at Evansville, Indiana, in 1870, and his father was from 1835 to 1893 United States Minister to China. Young Denby went to China with his father and two years later entered the Chinese Imperial Maritime Customs service. Returning to the U.S. in 1894, he graduated from the law school of the University of Michigan, was admitted to the bar in 1896 and then practised at Detroit.

On the outbreak of the Spanish-American War in 1898 he entered the Navy and served as a gunner's mate in the U.S.S. Yosemite, being present at the battle of Santiago. Later he was a member of the Michigan House of Representatives and from 1905 to 1911 belonged to



the U.S. Congress as a Conservative Republican, acting as Chairman of the House Committee on Naval Affairs.

When America entered the war in 1917, he enlisted at the age of 47 as a private in the Marine Corps and was sent to the training station on Paris Island, South Carolina. He was promoted sergeant and was very successful in training recruits. In Jan., 1918, he received a commission and by the end of the year was a major. After the close of the war he was appointed chief probation officer of the Recorder's Court, Detroit, and of the Circuit Court, Wayne County.

In 1921, President Harding utilised his intimate first-hand knowledge by appointing him Secretary of the Navy—a post which he held till 1924, when he resigned following a Senatorial resolution urging the President to demand his retirement because of his connexion with the leasing of the naval oil reserves at Teapot Dome.

This oil scandal was the subject of a protracted inquiry and of legal proceedings. In the lower court the lease granted to Harry Sinclair and his associates by the Harding Government was upheld, but in Sept., 1926, the U. S. Court of Appeal reversed that decision, holding that the concession was procured by fraud and corruption, and should be cancelled. All the officers of the Harding Government were,



"Well, you gave me this wrap, so someone has to attend the opera with me."

DUOPHONE COMPANY AFFAIRS.

GRAMOPHONE SHARE GAMBLING.

London, Jan. 5.

The London Gazette last night contained the announcement that petitions for the winding-up of the Duophone and Unbreakable Record Company, and the British Brunswick Limited, will be heard in the High Court on the 14th inst.

The Duophone Company controls British Brunswick Limited, and the petitions, in both cases, have been presented by the Sturmt Advertising Agency, Ltd.

The petition for winding-up recalls the lively meeting of the Duophone Company on December 28, at which Sir Alan Burgoyne, the Chairman, traced the misfortunes which had dogged the company since its inception, but expressed optimism as to the future.

The Duophone was one of the chief of the gramophone companies to be concerned in the boom which took place last summer on the Stock Exchange, and its 10s. shares have been marketed at over eight times their original value.

Until recently the Duophone company had paid no dividend and had not, indeed, even presented its accounts, and its shares were gambled in on prospects alone. Since the position of the company has been brought to light, the shares have dropped to about 11s. so that the losses sustained by some holders must be considerable.

The Duophone and Unbreakable Record Company has an authorised capital of £250,000, of which £28,561 10s. in 8 per cent. Cumulative Preference shares of 10s. each, and £134,160 in Ordinary shares of 10s. each, are issued and fully paid up.

The control of the British Brunswick Company was assumed last May, and the Duophone Company also holds the controlling interests in its foreign company, which was floated only a few months ago.

ART IN INDUSTRY.

LORD E. PERCY ON DEMAND FOR HIGHER STANDARD.

Lord Eustace Percy, President of the Board of Education, addressing a meeting of the National Society of Art Teachers, in connexion with the annual Conference of Educational Associations, said that "the tragedy of art education in this country at present" is that it is being carried on largely by teachers who from the moment they take up teaching, have no time or opportunity to practise their art for themselves, and that local authorities often demand whole time teaching.

"Art teachers should be able to carry on their art during part of their time, and also at their own teaching. The success of art demands more room for part-time teachers."

"We are now at a moment," he proceeded, "when I think industry is more than ever before demanding a higher standard of art education for the purposes of its industry. We have to meet an insistent and growing demand for better design."

however, exonerated except Albert Fall, Secretary for the Interior, and the court added that whether the idea of placing the control of the naval oil reserves in the Department of the Interior originated with Denby or with Fall was a matter of conjecture.

The Very Idea!

It was recently revealed that "Charles Warner," aged 82, who had worked for sixty years in the American city of Saratoga Springs as a painter and paperhanger, is a woman.

After the discovery she told officials that no one knew or ever would know her real name, but that she would like to be called "Jane." She said that her mother took her to Canada as a small child. When she grew up she wanted work to support her mother, who was a widow, and that sixty years ago a woman's wage was insufficient for two persons. She therefore wanted a man's work, with a man's pay, and so she donned man's clothing and got a job.

Her employers state that she displayed a man's efficiency and vigour.

Kingston Magistrate—What was the value of the fowl? Man—Ten shillings, but I also lost a guinea-fowl.

Man at Highgate—My landlady has told me to quit, as I am not in bed punctually at ten o'clock every night.

A Leicester man who left his car in the street from lunch time one day till breakfast time, the next told the Magistrates he had forgotten it.

A 17-year-old Lincoln messenger boy, employed by the Post Office, was fined £3 at Lincoln, for dangerously driving a six-cylinder motor car, of which he is the owner.

A man told the Magistrate at the Manchester City Police Court that he obtained a living by supplying guinea pigs and white mice to the Manchester University and other institutions. He made a profit of three half-pence on mice, "except those that happened to be dead."

Sheriff Jameson told some amusing stories at the reunion of the ex-members of the 3rd Edinburgh (Mayfield U. F.) Company of the Boys' Brigade.

A minister in Aberdeenshire was leaving his congregation, and he said:—I have got three things to say about you.

You don't love God, judging by the poor attendances at His House. You don't love me, because of the poor stipend you give me.

And you don't love each other as there have been only three marriages since I came here.

(A Canadian theatre manager exclaims at patrons who cough, in view of the prevalence of influenza in the district.)

O little germs that lodge in me
Defying all removal,
When I go forth a show to see
That has not your approval,
It's hardly fair of you to start
A-tickling of my thrapple.

The heart I watch with thumping heart
The girl and villain grapple.
It's mean of you to make me cough,
Because, perchance, throughout
At Flossie Floyd you rudely scoff,
Her youthful age you doubt it;
The hero's attitude, it's true,
Is rather overbearing.

But that is no excuse for you
To cause a lot of swearing
By "feather-dusting fellows"
thence,
Until they meet expulsion
For rasping these unpleasant notes

Of microby convulsion.
Why not in Germand's golden land
Erect a theatre yonder,
Where germ and germless, hand
in hand,
May thither go and ponder
As hero follows heroine
And love it springs eternal—
And leave alone this throat of mine
Thou breath of the infernal.

It was at a certain war station in the early months of '14, and a Territorial regiment of very young soldiers had taken over their new quarters.

The sentry challenged the approaching figure in such nervous tones that the officer was moved. "Heavens, man," he exclaimed angrily, "don't coo to them. Bawl out at the blighters sharply. Here is someone approaching, lend me your rifle and I'll show you how it should be done. Halt! who goes there?" he yelled at the dimly seen figure.

"It's just Missus Broon if you want the ken, an' let me tell ye young man, dinna bawl at me like that, or I'll gie ye a skelp ower the lug!"

The Captain silently handed back the rifle to the grinning sentry and bolted.

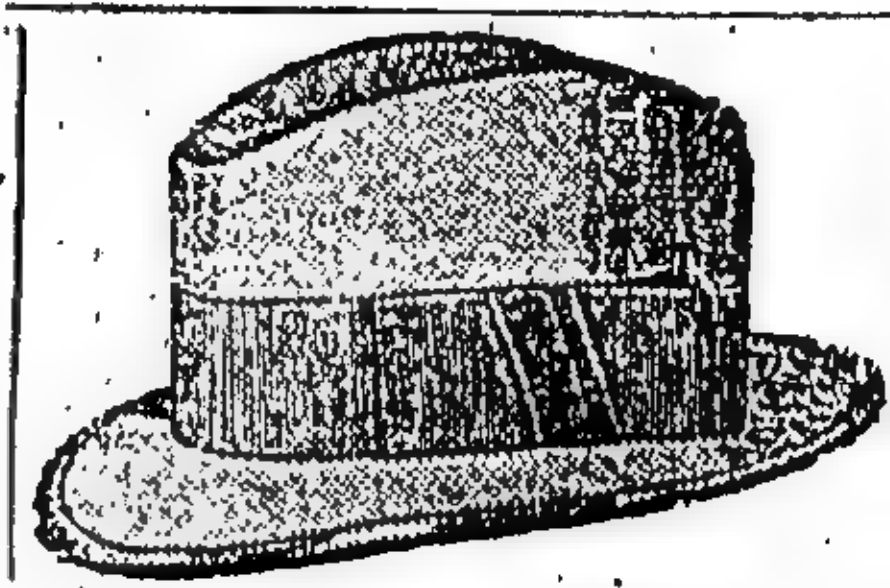
The offices of the Supreme Court will be open daily from 10 a.m. to 1 p.m. during the Chinese New Year Vacation, except on Public and General Holidays, when the offices will be entirely closed. The Chinese New Year Vacation commences on the 11th February, and terminates on the 15th February, (both days inclusive).

GLYN'S HATS FOR MEN.

EVERY "GLYN" HAT possesses that little extra that makes the difference in hat value over other makes, no matter whether it is a hat at \$13.50 or high price—the difference is discernable.

K
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SOFT FELTS in Grey, Drab, Fawn, Brown, etc., with the Smart Set brim or Snap edge. Lined or Unlined.



THE

WORLD

Stocked in
Soft Felts,
Bowlers,
Tweed Hats,
Tweed Caps,
Double Terris
and
Silk Hats.

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Call and let us demonstrate them to you—we know they will be of interest.

Sole Agents.

Wm. POWELL, Ltd

10, Ice House Street.



"Flowers of remarkable size and hue
Flowers such as Eden never knew."
—R. H. Barham.

THE CLOVER FLOWER SHOP

Ice House Street.

Tel. C. 638.

Just Unpacked!

A SHIPMENT OF THE FAMOUS

HICKORY GIRDLES

IN ALL THE CURRENT STYLES.



HICKORY Girdle Supporters

ALSO—

HICKORY GARTERS

INCLUDING THE LATEST FANCY DESIGNS.

ALL MODERATELY PRICED.

Make Your Selection Early!

YEE SANG FAT



HICKORY So-On Garters

Entertain Your Friends At Chinese New Year

WITH

LA PRUEBA CIGARS.

Divinos. Presidents. Perfectos.
Bonitos. Reina Victoria. Londres.

UTMOST SATISFACTION ENSURED
PRICES MORE REASONABLE.

THE SINCERE CO., LTD.
SOLE AGENTS.



Quality Sells

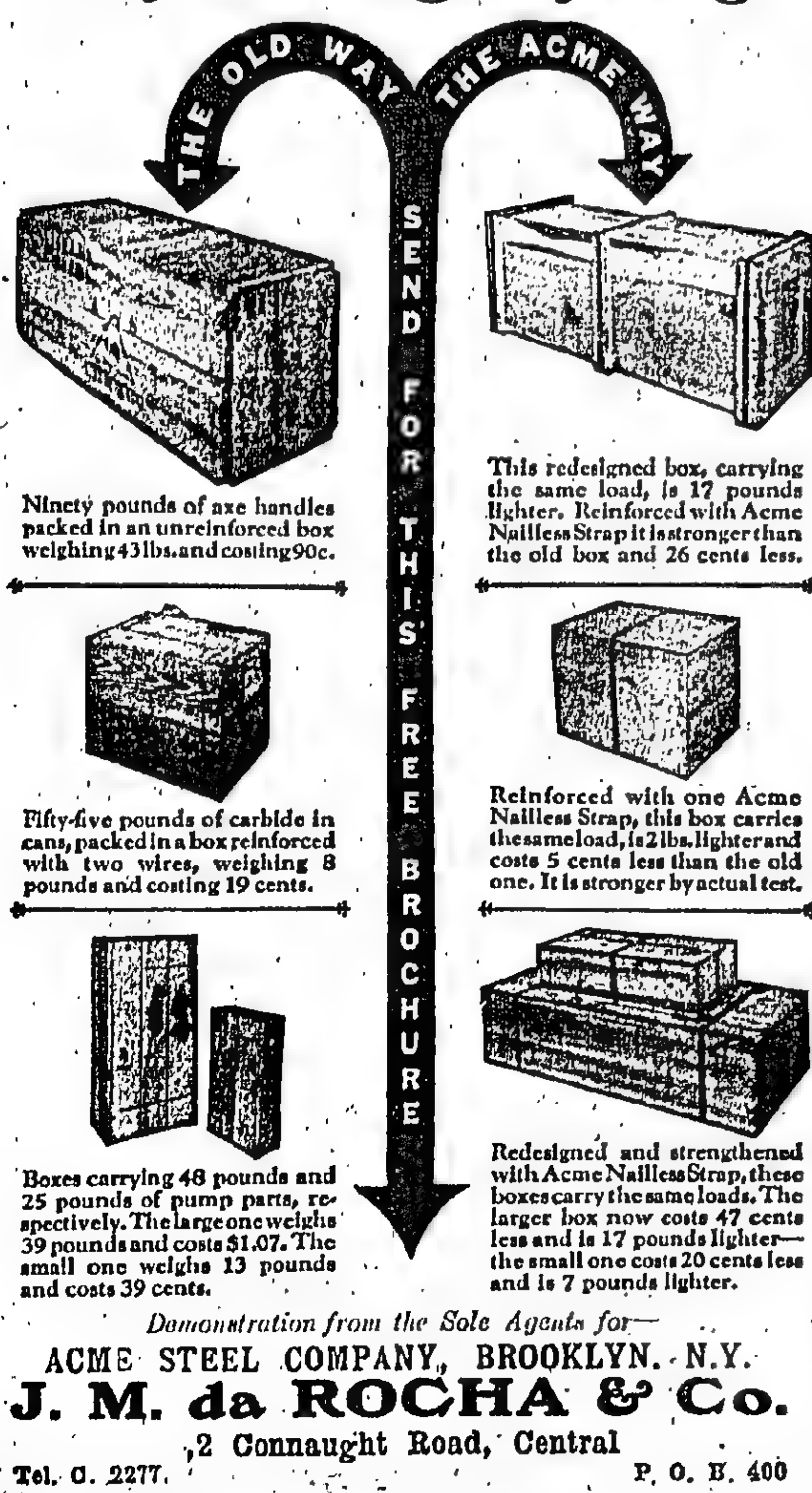
VAT 69

THIS BRAND has been in the same family since its inception, and is quite independent.

WM. SANDERSON & SON, LTD.
LONDON

Sole Agents
W. R. LOXLEY & CO.

There is always a best way of doing anything—



THE OLD WAY **THE ACME WAY**

SEND FOR THIS FREE BROCHURE

Ninety pounds of axe handles packed in an unreinforced box weighing 43 lbs. and costing 90c.

This redesigned box, carrying the same load, is 17 pounds lighter. Reinforced with Acme Nailless Strap it is stronger than the old box and 26 cents less.

Fifty-five pounds of carbide in cans, packed in a box reinforced with two wires, weighing 8 pounds and costing 19 cents.

Reinforced with one Acme Nailless Strap, this box carries the same load, is 2 lbs. lighter and costs 5 cents less than the old one. It is stronger by actual test.

Boxes carrying 48 pounds and 25 pounds of pump parts, respectively. The large one weighs 39 pounds and costs \$1.07. The small one weighs 13 pounds and costs 39 cents.

Redesigned and strengthened with Acme Nailless Strap, these boxes carry the same loads. The large box now costs 47 cents less and is 17 pounds lighter—the small one costs 20 cents less and is 7 pounds lighter.

Demonstration from the Sole Agents for
ACME STEEL COMPANY, BROOKLYN, N.Y.
J. M. da ROCHA & Co.
2 Connaught Road, Central
Tel. G. 2277. P. O. B. 400

RUGBY INTERPORT

PERSPECTS OF TO-DAY'S MATCH.

(By "Schmittar.")

The Club ground at Happy Valley should be in excellent condition for the Interport Rugby match this afternoon and I have no doubt that we shall see a hard and exhilarating struggle. Science is apt to go by the board in a needle match of this kind, but I think there is sufficient experience in each side to ensure a good blend of skill.

It is heartening to the Club that Wales, Riddell and Plummer have reported themselves fit to play and prospects from the Hongkong point of view are not as black as they were a few days ago.

The Shanghai side arrived yesterday morning by s.s. "Trier" and were looking very fit during training yesterday.

The teams will, I understand be as follows:

Hongkong: (White shirts with blue diagonals) (White shorts).
Full back: R. J. Greive.
Three quarters: H. V. Koop (Captain), G. A. J. Plummer, V. W. L. Stanion, M. D. Scott.

Halves: J. L. Bonnar, C. D. Wales. Forwards: D. L. Milne Day, H. F. Akehurst, W. F. Leckie, E. R. West, R. Riddell, W. Lithgow Smith, R. P. Hoedle, B. P. Massey.
Shanghai: (Black jerseys with white dragons, white shorts).
Full back: G. S. Dunkley (Captain).

Three quarters: G. S. McGill, J. C. Hubbard, G. F. Richard, C. N. Brown.

Halves: A. S. Newcomb, W. D. Neil.
Forwards: J. C. Stewart, D. W. B. Murray, R. K. Silby, J. G. B. Dewar, R. Macintyre, K. E. B. Pawley, A. J. Kane, J. B. Watson.
Referee: H. L. F. Ewin.
Touch judges: A. Gordon and J. W. Allan.

By kind permission of Lt. Col. L. J. Conyn, C.M.G., D.S.O., the full band of the King's Own Scottish Borderers will play before the match, and at half time.

I am not sufficiently foolish to attempt to prophesy the result of the game though Shanghai appear to me to be slightly the better all round combination. In the absence of G. P. Lammert and L. Goldman from the Hongkong side, Shanghai may have the pace of us on the wings and seem to be somewhat heavier forward. Against this, the Hongkong defence is very sound and there is penetration in the centre when the ball is kicked cleanly. R. J. Greive will not let Hongkong down at full-back in place of R. T. Ryde.

G. S. McGill and J. C. Hubbard will need to be very carefully watched as a wing and the Shanghai forwards must not be allowed to establish a supremacy.

So here's to a good game and since one side must win, does it matter greatly which?

LOCAL CRICKET.

H.K.C.C. MATCH AGAINST UNITED SERVICES.

The H.K.C.C. will play the United Services on the H.K.C.C. ground commencing at 10.30 a.m. on Monday and 10 a.m. on Tuesday. Stumps will be drawn at 8 p.m. on Monday and 3 p.m. on Tuesday. The H.K.C.C. side will be as follows:

H. R. B. Hancock (Capt.), T. E. Pearce, A. W. Hayward, G. R. Sayer, Lt. Col. E. J. Lightfoot, A. C. I. Bowker, C. D. Wales, H. V. Parker, A. Reid, E. J. R. Mitchell, R. H. Dowler.

Whole Day Match.

The following will represent the University 2nd eleven in a whole day match against the Club de Reccio on Tuesday, February 12 at 10.30 a.m. on the home ground.—P. Hiptoola, (Capt.), M. B. Osman, A. Baker, K. T. Loke, S. R. Kermann, A. B. Suleman, A. A. Aziz, G. E. Yeoh, H. E. Adams, D. Roy and K. F. Gan.

THE HOCKEY CLUB.

SIM SHIELD MATCH WITH THE ARMY.

The following will represent the Hongkong Hockey Club in the Sim Shield match against the Army to be played on Wednesday at 4.45 p.m. on the U.S.R.C. ground.—W. K. Tait, W. Woodward, J. Rodger, A. A. Dand, (captain), E. J. R. Mitchell, J. E. Noronha, H. Owen Hughes, G. R. Dwyer, E. D. Lawrence, G. R. Vallack and C. G. Francis.

K. B. S. Team.

The following have been selected to represent the K.B.S.F.A. in a hockey match against the Kowloon Indians Tennis Club at King's Park at 5.15 p.m. on Wednesday.—Moses, Chester, Machin, Tillery, Whitley, Hirst (W), Gregory, Davies, Angus, Wells and Pearne.

His Excellency the Governor has, under instruction received from the Secretary of State for the Colonies, appointed Dr. A. R. Wellington, M.R.C.S. (Eng.), L.R.C.P. (Lond.), D.P.H., and D.T.M. and H. (Cantab.), to be Director of Medical and Sanitary Services, with a seat on the Legislative Council.

FRENCH COMMENT.

ARGUMENT FOR LEAVING DAVES PLAN ALONE.

Paris, Jan. 2.

The Journal publishes an article dealing with the report of Mr. Parker Gilbert, in the course of which the paper says that the report was expected to give ground for the movement to revise the Dawes Plan. Therefore, continues the Journal, we are somewhat astonished to find that on the contrary all the conclusion from the report tend to demonstrate that the Dawes scheme is working wonderfully and that there is no reason to modify it. February 5 is suggested in Paris as the most probable date for the meeting of the reparations experts.

The "Revue de France" for this month publishes apropos of the questions of reparations and Rhineland evacuation a detailed memorandum of the Cheuera interview between M. Herriot and Mr. MacDonald in June, 1924.

This account shows that Mr. MacDonald was prepared to offer, as a guarantee of French security, if the Rhineland were evacuated, a kind of indefinite alliance with Great Britain—in other words, that renewal of the "entente" which was attacked by the Labour Party so unscrupulously at the time of the naval compromise.

A new contribution towards the settlement of European difficulties is made in the Martin by Court Coudenhove Kalergi, president of the Pan European Association, who proposes an organisation in Europe on the lines of the Pan American Association. This body would represent the European conscience, which is becoming daily more defined, and would withdraw from the province of the League of Nations problems which are specifically European.

MYSTERY OF SIR ISAAC NEWTON'S WRITING.

BOOK SAID TO HAVE BEEN PENNED BY HIM.

Under its glass case in the Royal Institution library a small book, which looks unimpressive, was recently examined by some of Britain's greatest scientists, and mathematicians.

Its discoverer, Colonel R. de Villamil, claims that the 20,000 words were written by Sir Isaac Newton 200 years ago.

British Museum authorities say that the fine handwriting is not that of Newton, but Colonel Villamil intends to have specimen pages photographed and examined by other experts.

The book, in Latin and Greek, is on mathematics, and it is thought possible it may contain solutions of hitherto unsolved mathematical problems. Until recently it has remained with the remnants of Newton's library at Barnsley Park, near Cirencester.

STRADIVARI'S RECIPE.

APPLIED TO MODERN VIOLINS.

Florence, Jan. 16.

There seems no doubt about the authenticity of most of the documents relating to Stradivari and his secrets in violin-making, which were found in a secret drawer in an old chest. It is two years since the antiquarian of Bergamo, who found them, first offered them for sale, and fortunately they were bought—in several lots—by a man who appreciated their value and determined to keep them from going out of Italy.

This was Signor Leandro Bisnach, an instrument maker and connoisseur, of Milan. He and his three sons have been experimenting with the directions of the preparation of the wood and the application of the varnish that were the secret of the great master of his art.

I have held in my hands one of the violins treated by the process described in the manuscript. The instrument has a wonderful tone, strong and rich, and resonant, very different from that of any ordinary violin.

Signor Bisnach and one of his sons recently made some experiments in the presence of an expert, Professor Bonaventura, of the Florentine Conservatory. The violins treated are said to compare favourably with the two authentic instruments made for the Medici by Stradivari which have been conserved in the Museum here.

A MONTMARTRE RELIC DOOMED.

END OF THE FUNICULAR IN SIGHT.

Paris, Jan. 3.

The famous funicular of Montmartre, dating back to an age prior to electric trams and motor-cars, has at length been condemned to death. This hoary object of gibes and tears—tens from those in it when it stuck half way up, gibes from the on-lookers—passed at one time for the name of mechanical progress.

Ridiculous and pathetic it has been the symbol of the outworn to the older artists still living on the top of Montmartre, an altogether different place from the Montmartre of flashy night restaurants known to foreigners.

Its long ancient track, made so much longer by the slowness of the little cars hauled up it, is a glass through which can be discerned the district as it was thirty years ago.

The funicular will now be replaced by a moving stair running in its stead from the Place St. Pierre to the Sacred Cour.

The transport Somersetshire, which is bringing relieving units for various battalions in China, has left Singapore for Hongkong.

NEW FLYINGBOAT.

WORLD'S BIGGEST FOR COMMERCIAL PURPOSES.

The first of the big commercial flying boats of the Rohrbach-Romar type now in course of construction has left the building yards of the Rohrbach-Werke and has successfully completed its trial flights at Travemunde near Lubeck. It is the world's biggest flying boat for commercial purposes and can be practically used for transoceanic passenger services by air.

The weight of the new flying boat is about 20,000 kilograms. Its wing span is 37 meters, the length of its fuselage 22.7 meters, and its height 8.5 meters. It is equipped with three Maybach engines supported on frames above the supporting plane, each of them developing 600/760 horse-power, 7,000 litres of fuel and 400 litres of lubricating oil can be stored in its tanks, and in this way it is capable of travelling over a distance of 4,000 kilometres without intermediate landings.

The fuselage is designed after the manner of a keel-boat, the chief aim in view being to ensure the seaworthiness of the craft. It is divided into watertight compartments, so that the buoyancy of the boat will still be maintained even though two of them may have sprung a leak. The fore part of the fuselage is occupied by the collision space from which a bulkhead door leads into the wireless and navigating room. The latter room accommodates a wireless set combined with a compass station, so that the boat can at any time ascertain its bearings in the air by taking its directions from radio stations on shore. The same room also contains the chart table and the navigating instruments.

The next room is the room used by the pilot, whilst the one used by the engineer is on top of it. The remaining rooms on board include two passenger cabins for twelve passengers altogether, an ante-room leading into them, a lavatory and rooms for luggage and mail. The crew consists of the navigator, the pilot, the wireless operator and the engineer, so that the whole craft contains accommodation for sixteen persons altogether.

The flying boat now ready, along with two others still building, is intended for use by the Luftansa company, of Berlin. Seeing that these machines meet all the requirements to safety and comfort, we may feel justified in expecting that it will now be possible to travel across the ocean by air in accordance with definite schedules, instead of having to depend on more or less lucky accidents for getting to one's destination.

Passengers arriving by the s.s. President Polk this morning included Mr. and Mrs. William Houghan and Miss Maud Bell; Mr. Alfred Scott, J.P., Lloyd Underwriter of Birchington-on-Sea, Kent, and Mrs. Scott; as well as Mr. George Hogg, of Shanghai.

TO-MORROW AT THE CINEMAS

HILARIOUS COMEDY!

WILLIAM FOX presents

CHICKEN a la KING



The amusing adventures of an old fashioned husband who goes on the spree and gets scorched in the white lights of Broadway!

TO-MORROW AND
MONDAY.

QUEEN'S

At 7.30, 5.10, 7.15 and 9.20

HAROLD LLOYD



The Kid Brother.

TO-MORROW AND
MONDAY.

WORLD

At 6.15 and 9.20

TIM M'COY

The Popular Western Hero

A thrilling story of early pioneering days of the wild and untamed west!

WYOMING

With
DOROTHY SEBASTIAN

ACTION and THRILLS!

TO-MORROW AND
MONDAY.

STAR

At 5.15 and 9.20

WHAT THE WELL-DRESSED SANTA WEARS



WE ALWAYS THINK OF SANTA DRESSED OUT IN A GARB LIKE THIS—WHICH WOULDN'T BE AT ALL SENSIBLE.

—IN THE SOUTH WHERE HE PROBABLY WEARS A COOLER COSTUME, EVEN THO IT WOULD LOOK QUITE—QUEER ON A CHRISTMAS CARD—

THE FARTHER SOUTH YOU'D GO—YOU MIGHT EVEN FIND HIM IN HIS BATHING SUIT—

—AND IN THE SOUTH SEA ISLES IT IS ONLY REASONABLE TO SUPPOSE THAT SANTA DRESSES APPROPRIATELY!

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GLAXO builds firm flesh, plenty of strong bone, and a sound constitution. It contains nothing whatever to harm baby or cause him pain. That is why if Baby is fed on Glaxo he will progress steadily day by day into happy childhood. Give your Baby Glaxo—the food doctors recommend and give to their own babies—the food that has successfully reared the children of 5 Royal Nurseries. It will make yours a bonnie Baby too.

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The Vitamin Milk-Food

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NEARLY £400,000,000 FOR SOCIAL SERVICES.

HOW THE MONEY IS RAISED.

Once a year ratepayers and taxpayers have an opportunity of discovering how much the so-called "Social" Services cost them and how the money is expended. How many—they all grumble when demand notes come in—take the trouble to find out how their money goes? Probably very few, though the cost is always increasing.

A White Paper just issued shows the expenditure for 1927, "so far as particulars are available," to be £335,678,632 in England and Wales, and £47,581,854 in Scotland—a total of £383,260,486. In 1911 the total was £63,077,551, and in 1921 £306,747,770.

This enormous increase, was of course due to war pensions, which in 1921 amounted to £100,949,281. This liability had been reduced by 1927 to £60,203,386. Yet in spite of this great decrease of some £40,000,000, the cost of all "social" services has been increased by more than £70,000,000.

Comparing 1927 with 1921, one finds that on unemployment insurance some £36,000,000 more has been spent; on National Health Insurance, £10,000,000; on old age pensions, £9,000,000; and on poor law relief nearly £18,000,000. Then there are new charges such as that of £6,624,000 for widows, orphans, and old age contributory pensions, the cost of which for last year (1928) is estimated at £10,590,000.

Where does all this money come from? In 1927 £96,967,828 was raised from the rates, and £174,446,118 from taxes. The balance was raised by contributions to the various insurance schemes by employers and workpeople, and fees of various sorts.

The Balfour Committee. It is understood that the Balfour Committee on Trade and Commerce, appointed by Mr. Ramsay MacDonald when he was Prime Minister, will present its final report and recommendations to the Cabinet shortly.

It was set up under the presidency of Sir Arthur Balfour to inquire more particularly into the position and prospects of our export trade, and has already published some five or six volumes—one dealing exhaustively with the iron and steel industry.

FEDERAL POLICY.

DEPARTMENTAL ANNOUNCEMENT SHORTLY.

Ottawa, Jan. 10.

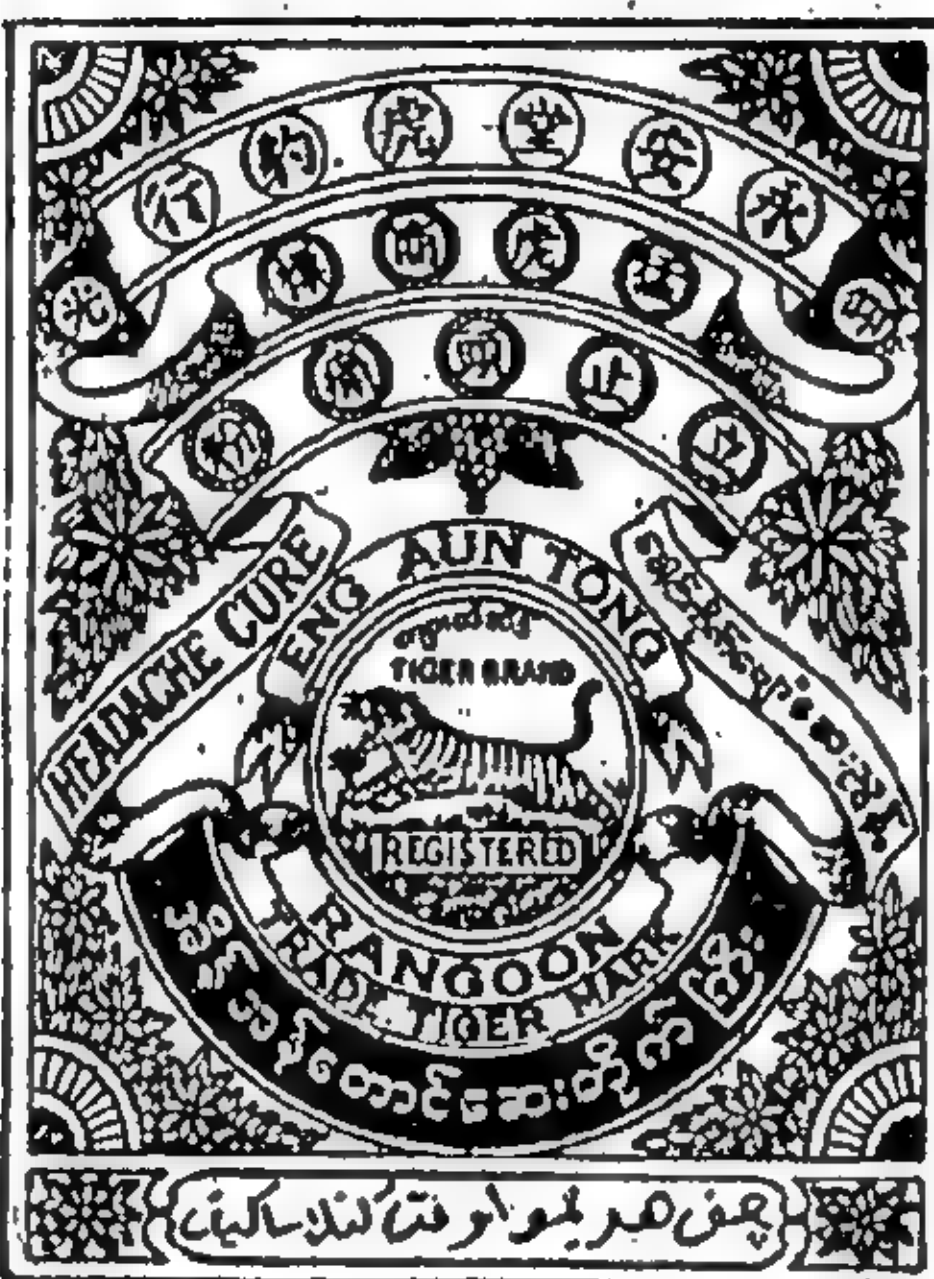
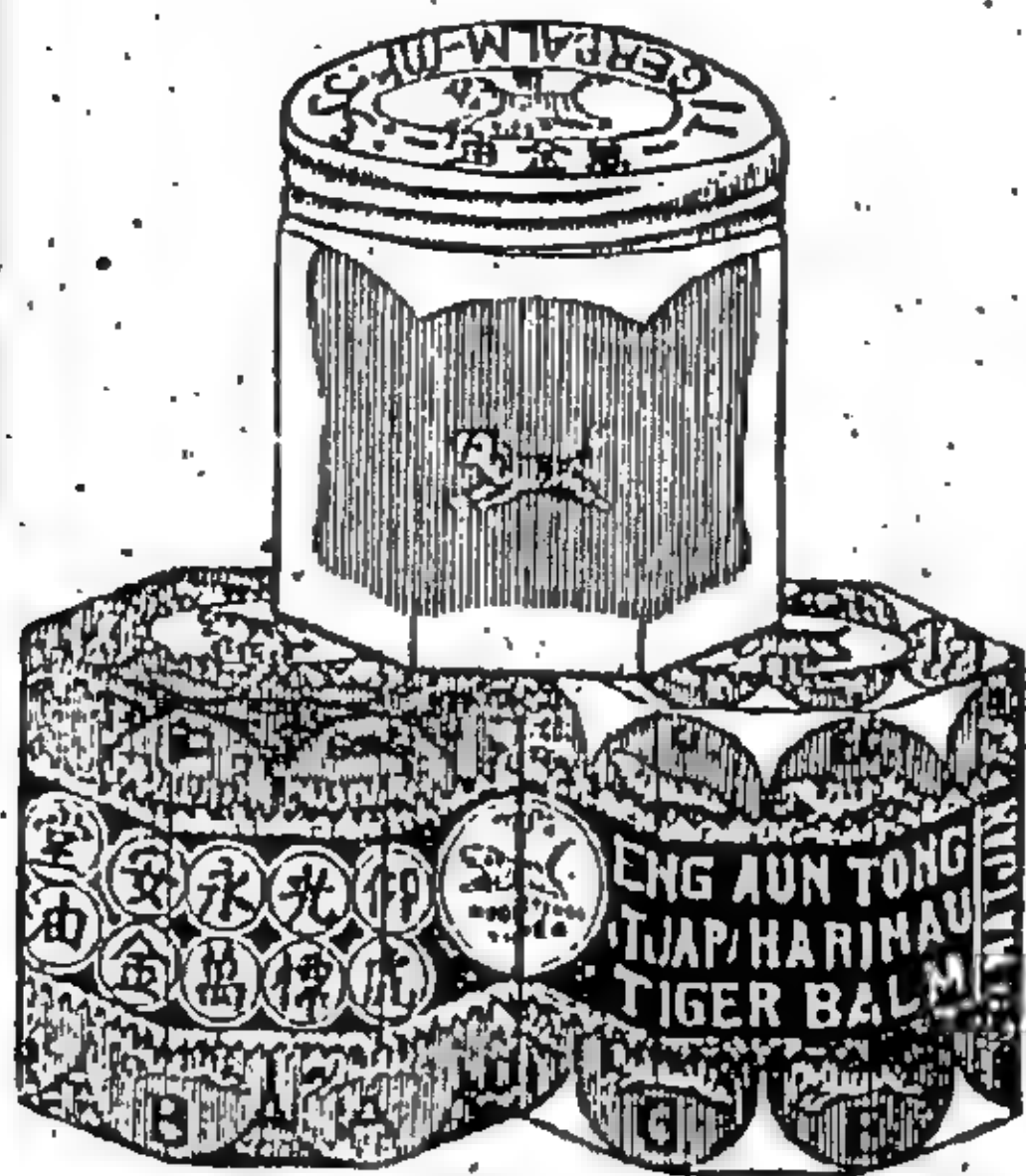
A departmental announcement of the policy of restricting immigration from Central and South European countries on the lines suggested by Mr. Forke, Minister of Immigration, who foreshadowed the restriction of "non-preferred" immigrants, is expected shortly.

The agreement whereby the railway companies are allowed to bring continentals for agricultural and household employment, when a demand for that type of labour is

shown, expires next year and is unlikely to be renewed.

It has been found that applications for such immigrants have been signed by persons requiring arm or domestic help and that the newcomers have ultimately drifted to factory or other work.

Plans for the stimulation of British Immigration will be announced at the same time.



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Do you ever suffer from Headache, Cough, Colds, Rheumatism, Neuralgia, Gout, Sore-throat, Toothache, or Asthma? If you do, will you allow us to solve the question of securing a cure, of course, a permanent one, and put an end to these dreadful enemies of humanity? Or do you like to be handicapped in society, in business or in your daily association with your strong, stout friends? For your own good, we would strongly advise you to have an open mind, and to make use of what you can call your true companion, our preparation—**THE TIGER BALM**. This BALM, which is entirely free of animal fat and other injurious substance, has been proved most reliable and unrivalled in curing the above diseases. The great demand for this BALM, which exceeds over a MILLION POTS each year, testifies amply to its eminent value and efficiency.

SO WHY NOT GIVE IT A TRIAL NOW AND GET IMMEDIATE RELIEF?

OBTAINABLE AT ALL DRUGGIST SHOPS AND BIG STORES.

Big Pots 60 cts each.
Small Pots 25 cts each.

Do you suffer from chronic headache? Have you found what it means to suffer from the serious drawback of a constant headache? Your mental capability is weakened, and you are hindered greatly in your social duties. You attend to your daily work with the wrinkles as of an old man, and you return home, trying to exact "A POUND OF FLESH" from your homely wife, and lovable children. Can't we solve the problem for you? We do not render you a long bill for our professional attendance on you. On the contrary, we are only too anxious to help you to be cheerful, everywhere you go. We want you to be a "DON JUAN" in society, and a well-respected member in business circles. Just pay a few copper coins and you will get all the relief you require. We will help you to drive away the evil of this disease—**FOR EVER**.

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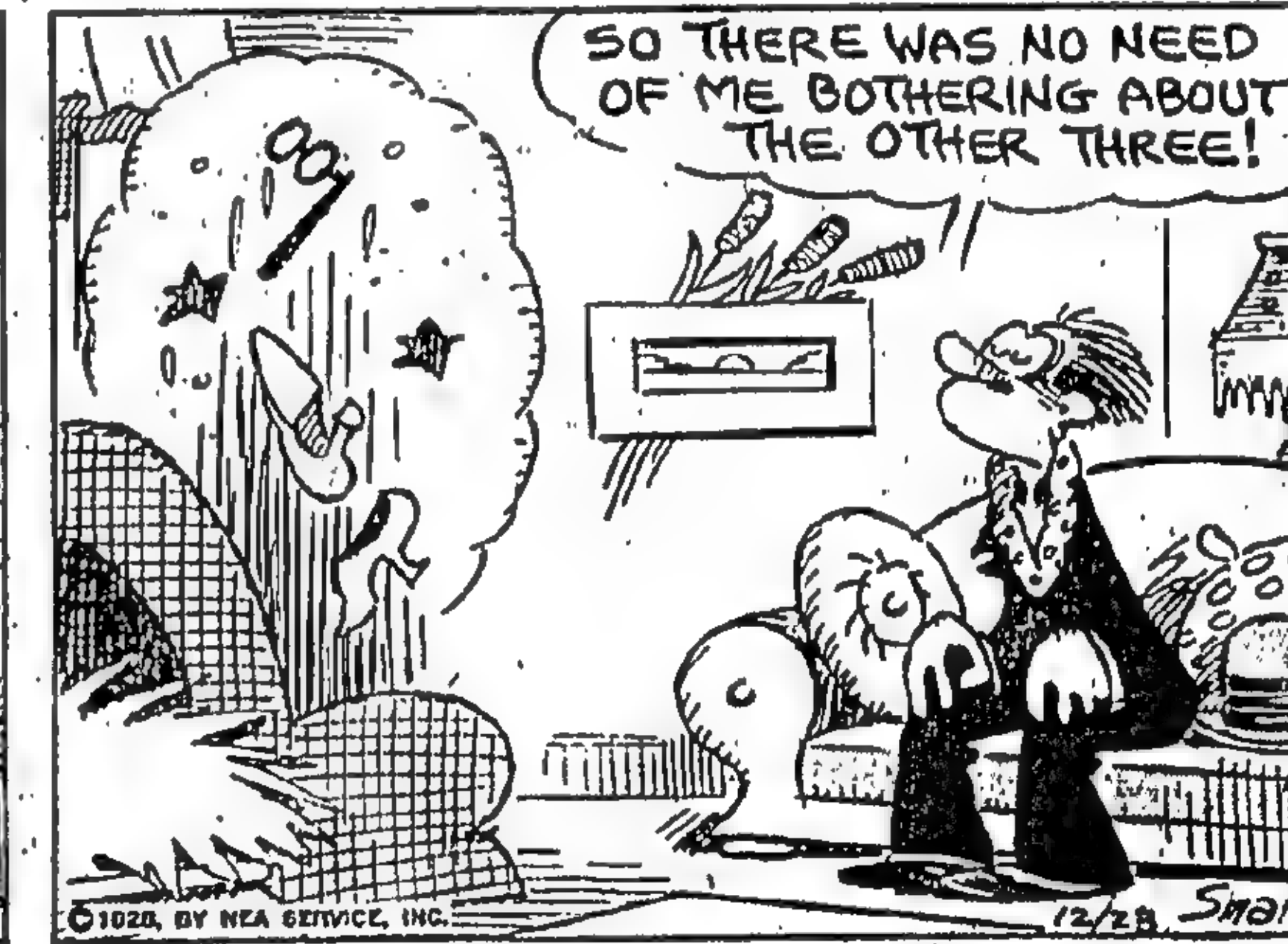
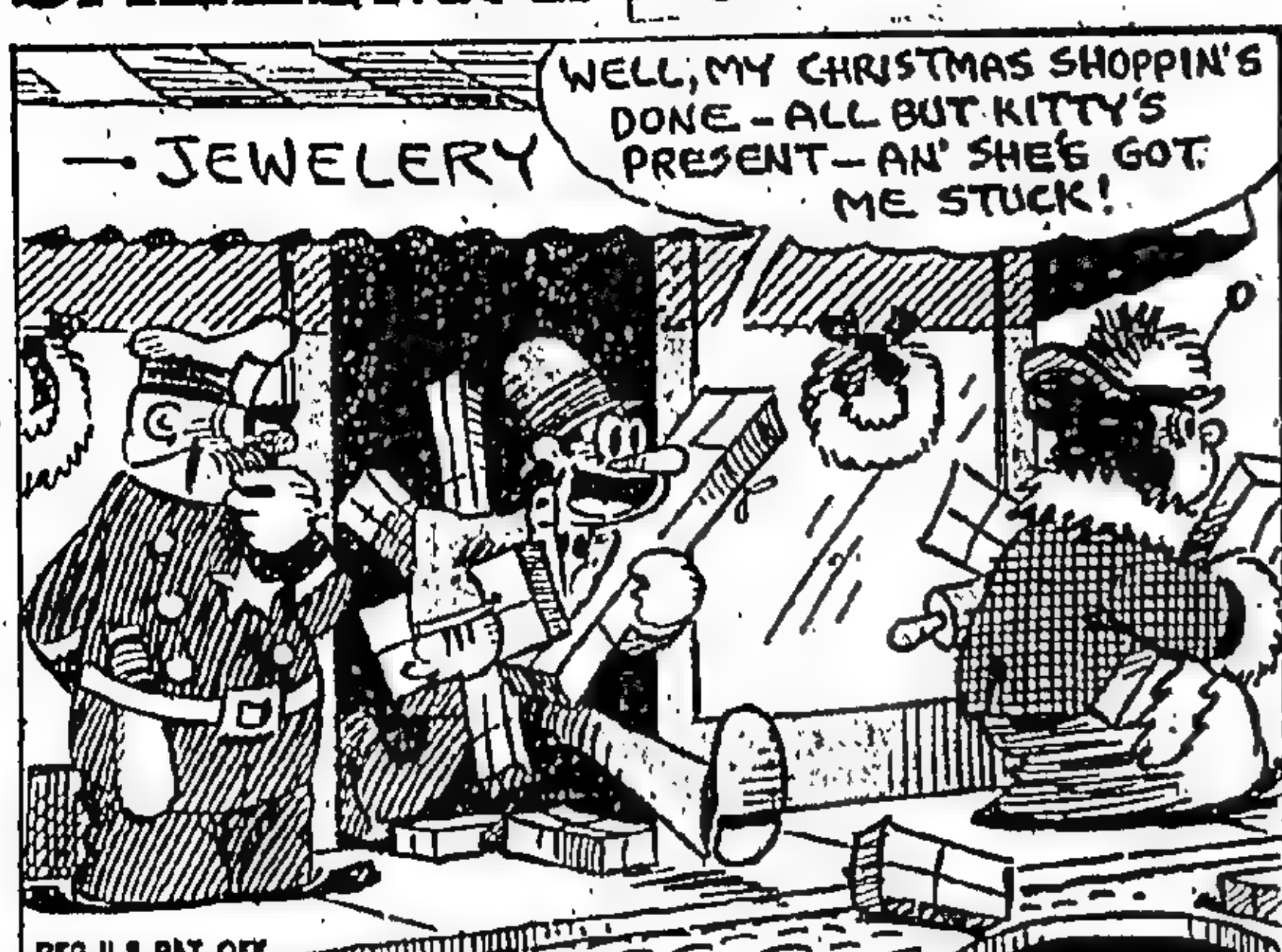
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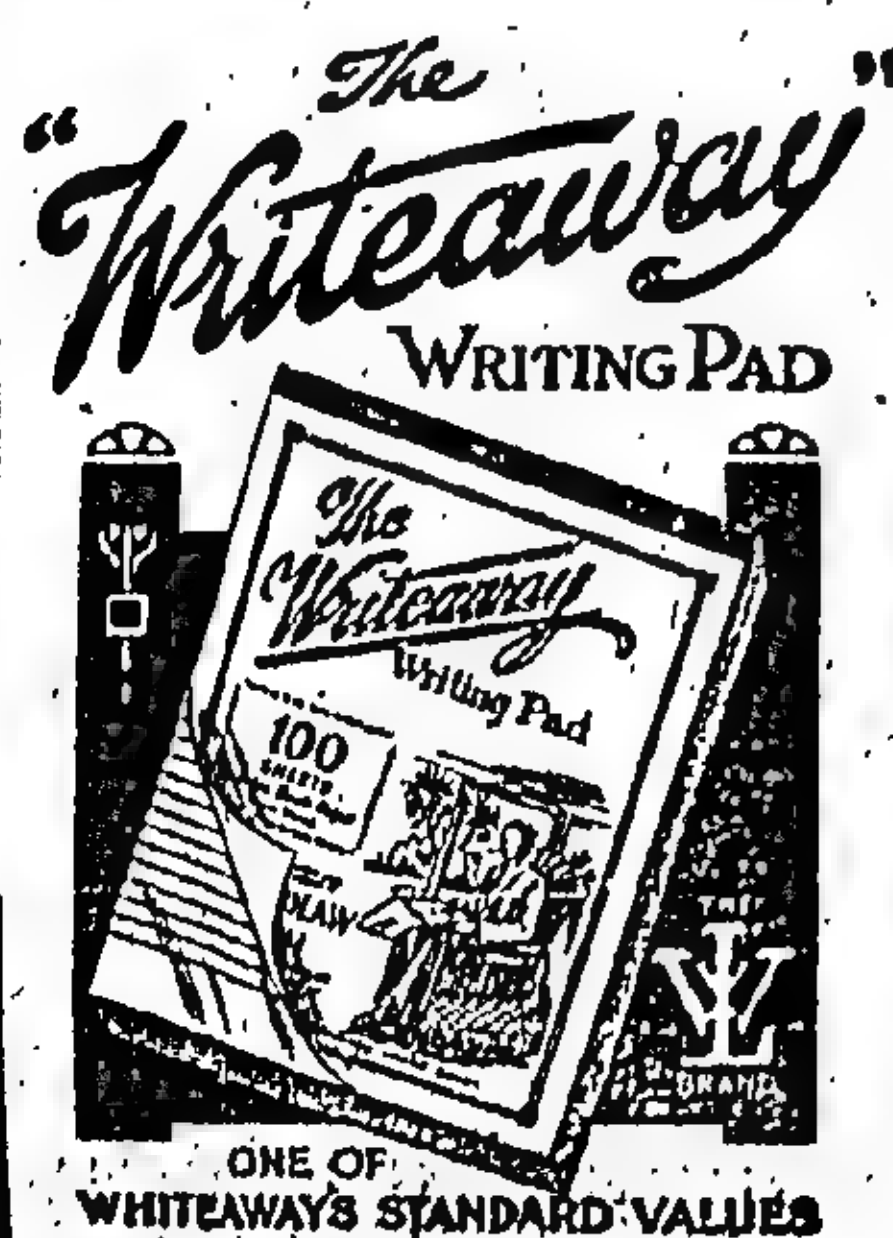
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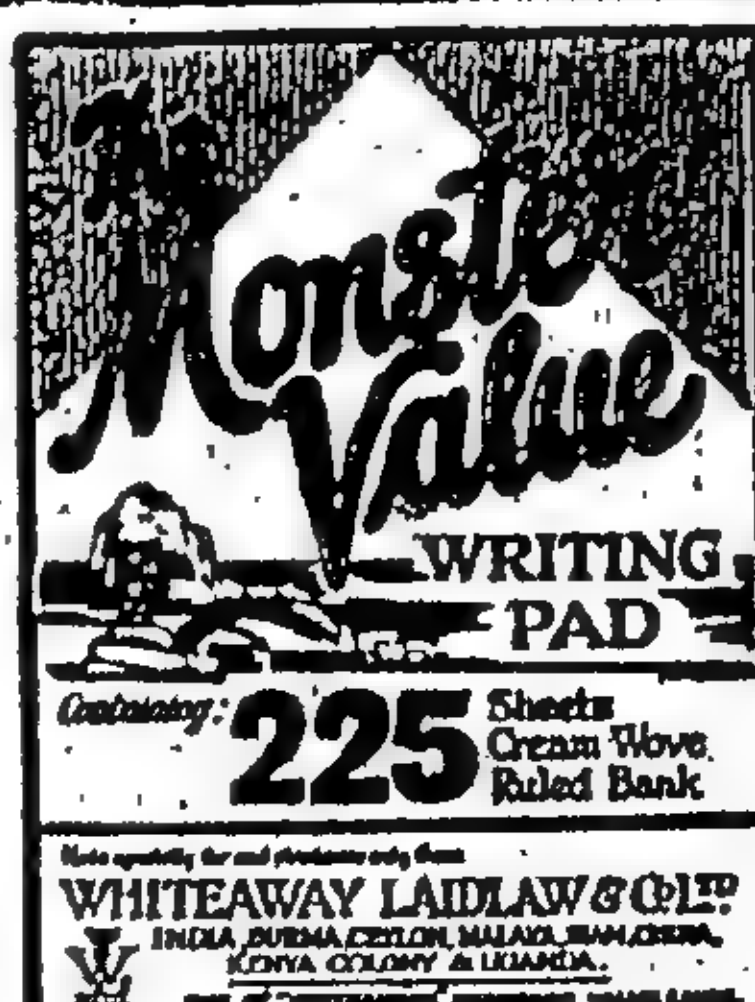
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THE "MONSTER VALUE" PAD

Contains 225 Sheets cream wave ruled Bank.

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Cream Laid Paper, ruled both sides, Good writing Surface 100 Sheets, Size 10 by 8 inches.

Standard Value 75 Cts.



WHITEAWAYS STANDARD VALUES.

New Serial.

ORCHID.

BY ELEANOR EARLY.

THAT HAS HAPPENED.

ORCHID'S real name is Ash-toreth—Ash-toreth. Her mother, a romantic woman, named her for the moon goddess of ancient Egypt—the love goddess to whom Egyptian women prayed. A rather absurd name—and yet it seemed, peculiarly, to suit the girl. For she is extraordinarily beautiful, in an unusual and exotic sort of way.

HOLLIS HART, the famous financier was immensely impressed the first time he saw her—and Hollis Hart was not a susceptible person. He was, in fact, one of the wealthiest and most eligible bachelors in America.

Ash-toreth went to work for Hart, when she was 18 years old. Hart, at the time, must have been nearly 60—old enough to be her father.

Ash-toreth rather swept him off his feet the first day she entered his office. No one knew how to dress more successfully than Ash-toreth.

To her intense surprise he summons her to ask her opinion regarding a letter he has just received. Dumfounded, she takes it from his hand.

CHAPTER II.

It was an amazing letter. Inscribed on expensive stationery. Heavy with foreign scent. The girl who wrote it had used green ink and a stub pen. She wrote violently. A round, childish hand, sparing neither endearments nor threats.

"Dearest Holly," she demanded. Why don't you phone me? Where were you every night last week? I can't read. I can't eat. I can't sleep—oh God, how I suffer! You don't know the way a loving girl can suffer or you wouldn't leave me alone with my thoughts and misery. I get so desperate thinking about you, and have you gone back on me? I'm not one of the kind you can cast off like an old shoe. I guess you know what the poet said about hell doesn't know any fury like a woman when you get through with her. But you're not through with me, are you, dear? I guess I'm sort of crazy because I love you, and you don't come to see me any more.

Someone told me I got a good case against you with the apartment all furnished and everything. But God knows I don't want to do anything like that.

Maybe you think I am crazy, raving on like this. But I thought you didn't get my messages that I left on the telephone. So please come back to your loving MAE.

Ash-toreth handed the surprising communication back to her employer. Awkwardly uncomfortable, she stood rigidly by his desk. "I do not understand," she said, "why you wished me to read your most personal correspondence."

"Because," he explained, "I wanted to see the effect of a letter like that on a girl like you. A whim, perhaps."

"Mae de Marr worked in this office once. A filing clerk, I believe. I wondered how many girls like her 'there are out there.' I thought, perhaps, you could tell me."

"I am afraid," she said, "that I cannot help you. I wonder why you thought I could."

"I hope I have not offended you," he apologized. "I assure you there was nothing at all personal in my inquiry. I'm simply interested in this modern girl proposition. I thought maybe you could help me see the light."

He came then, and stood in front of her.

"Please, Miss Ashe," he appealed boyishly, "tell me—what's it all about? They say modern girls are self-respecting. We hear so much about the modern girl and her independence. It's just a lot of nonsense, isn't it? Be a good sport, Miss Ashe—how many, Mae de Marrs have I out there?"

"You mean," she asked evenly, "how many girls would let you set them up in an apartment, and be prepared, when you had tired of them, to step out of the picture?"

"By heavens, Miss Ashe!"

Hart explored his pockets nervously for cigarettes.

"Hold on a minute. You've got me quite wrong. I wasn't—if you'll pardon the expression—keeping Miss de Marr. She came to me a few months ago with a hard luck story. I was sorry for the girl. She's something of a morose, you see. A pretty little thing, with the mentality, I should say, of a 12-year-old. You know the type."

"Her mother, she said, had thrown her out. There'd been a bit of scandal and the old folks were pretty much upset. It may seem a bit Don Quixote, but—well, to tell the truth—"

Mr. Hart paused to light a cigarette, and Ash-toreth scribbled "Don Quixote" on the cover of her notebook. Something else to look up in the library. Ghaastly how many things a girl didn't know. Lots of people used the expression. She wondered if they all knew what it meant.

He glanced at her quickly as she slipped her pencil back in place. But her hands were folded now as before, quietly in her lap.

"My secretary," he informed her surprisingly, "has a perfect passion for cats. A few months ago he suggested that we endow something—or other for homeless felines. A hospital, I think it was—an asylum for indigent animals. Dogs, too, if I remember correctly. He persuaded me to sign a cheque for \$10,000."

"Well, he hadn't been out of here 10 minutes—with my cheque in his pocket—when in walks this little Don Quixote. Crying her eyes out. It was about six o'clock. She'd waited, I suppose, until the rest of the girls had gone. I was waiting myself for a telephone call."

"Now—I wonder if I can make myself clear—Mr. Higgins goes in, you see, for dumb animals. Well, here was a dumb woman. And, if a flock of cats is worth \$10,000, how much, I asked myself, is a woman worth? If a man can endow a home for animals, to keep them off the streets, how about a girl? How much was it worth to keep her off the streets?"

"Mr. Hart paused.

"A purely rhetorical question," he assured her. "I was merely speculating. It's puzzling—the relative value of things. Particularly when a man with a philanthropic bent acquires a great deal of money."

"Can you imagine, Miss Ashe, having so much money that it doesn't make any difference—to me, I mean—whether I spend it on starving cats or foolish girls?"

"You don't really mean that?" she rasped.

"Well," he admitted, "there is more kick of course, in spending it on girls. Cats are so undemanding. Cats are so undemanding. Anyhow I reckoned it would be more fun spending a few thousand on the slender Miss Marr. A better return, you might say, on the investment."

"Oh."

Ash-toreth straightened unconsciously in her high-backed chair.

"No," he murmured. "I didn't mean that at all. My word, you are a suspicious young person. My motives, I assure you, were entirely respectable. Only I'd rather incur the gratitude of a pretty girl than the feline carresses of the best damn Maltese in Boston. An entirely masculine point of view. Perhaps you do not appreciate it, Miss Ashe."

"Oh, yes," she retorted, "I quite understand."

"Miss de Marr," he resumed, "talks a lot about the 'modern girl.' Now I wonder what it is, Miss Ashe, that makes people do that."

The following reports have been received:—

Further sales of Italians and low to medium quality Whites are reported, but other styles have been entirely neglected. Clearances have fallen away since the 30th January and at present are very poor. A slight downward trend in cotton prices is noticeable since the last report but it is not yet reflected in the price of piece goods.

The market has shown more activity. Business has been done in Grey and White Shirtings, and Black Cotton Venetians.

Orders have been placed for Black Wool Venetians, Indigo Serge, Meltons and Scarlet Blanks. Owing to the proximity of the holidays the demand has naturally abated but more business is expected when the market reopens. Clearances have dwindled on account of the new Chinese Customs Tariff and dealers are not taking delivery of cargo until after China New Year.

Colton Yarn.

Since our report the market has remained unchanged and prices have further declined \$1 to \$2 per bale.

Nominal quotations are as follows:—No. 10s. \$175-188; No. 12s. \$180-190; No. 16s. \$190-195; No. 20s. \$195-200.

Arrivals 600 bales. Shipments nil. Sales nil. Unsold Stock 600 bales. Bargains 5,600 bales.

Raw Cotton

No sales to report.

NEGRO BURNED.

FATE OF WHITE MAN'S MURDERER.

Rome (Mississippi), Dec. 31.

The body of a negro who had murdered a white man and abducted his 18 years old daughter was burned by a mob here this evening. After mutilating the body and firing a number of bullets into it the crowd set it on fire, quite oblivious as to whether life was extinct.

The negro apparently met with a slow death on his improvised pyre after being at the mercy of the mob for seven hours. Over 2,000 people looked on in silence while he was made fast to the logs with chains. Then petrol was poured over his recondite figure and a torch applied. He cursed the crowd almost with his last breath.

The negro had admitted the crime, absolving two other blacks suspected of complicity. The pyre was still burning when seen by a correspondent, who was informed by persons apparently on guard over it that the body would remain there until it was entirely consumed. The crime for which the negro was lynched was a peculiarly odious one, having been committed against a white man who had defended him, and a white girl who was torn from the side of her dying father at the rifle point. The negro threatened to kill her also if she did not obey him.

Miss Laura Mae Keeler, a woman planter, when informed that the fugitive was hiding on her premises and would surrender to her alone, seized a revolver, entered the hut where the negro was concealed, disarmed him, and started to the gaol with him. They were intercepted on the road by the mob.

LETTER GOLF SOLUTION.

Here is the solution to the puzzle on another page.

GRAPE, GRIPE, GRIPS, GRITS, GAITS, WAITS, WANTS, WANES, WINES, VINES.

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THE HONGKONG IMPORTS.

PIECE GOODS MARKET MORE ACTIVE.

The fortnightly Market Report, published by the Hongkong General Chamber of Commerce, states:

Piece Goods.

The following reports have been received:—

Further sales of Italians and low to medium quality Whites are reported, but other styles have been entirely neglected. Clearances have fallen away since the 30th January and at present are very poor. A slight downward trend in cotton prices is noticeable since the last report but it is not yet reflected in the price of piece goods.

The market has shown more activity. Business has been done in Grey and White Shirtings, and Black Cotton Venetians.

Orders have been placed for Black Wool Venetians, Indigo Serge, Meltons and Scarlet Blanks. Owing to the proximity of the holidays the demand has naturally abated but more business is expected when the market reopens. Clearances have dwindled on account of the new Chinese Customs Tariff and dealers are not taking delivery of cargo until after China New Year.

Colton Yarn.

Since our report the market has remained unchanged and prices have further declined \$1 to \$2 per bale.

Nominal quotations are as follows:—No. 10s. \$175-188; No. 12s. \$180-190; No. 16s. \$190-195; No. 20s. \$195-200.

Arrivals 600 bales. Shipments nil. Sales nil. Unsold Stock 600 bales. Bargains 5,600 bales.

Raw Cotton

No sales to report.

NEGRO BURNED.

FATE OF WHITE MAN'S MURDERER.

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FATE OF WHITE MAN'S MURDERER.

Rome (Mississippi), Dec. 31.

The body of a negro who had murdered a white man and abducted his 18 years old daughter was burned by a mob here this evening. After mutilating the body and firing a number of bullets into it the crowd set it on fire, quite oblivious as to whether life was extinct.

The negro apparently met with a slow death on his improvised pyre after being at the mercy of the mob for seven hours. Over 2,000 people looked on in silence while he was made fast to the logs with chains. Then petrol was poured over his recondite figure and a torch applied. He cursed the crowd almost with his last breath.

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ATTACK ON SCOTS NATIONALIST.

REVOLVER SHOTS IN THE DARK.

London, Jan. 13.

The Scottish Nationalist candidate in the North Middlethian election, Mr. Lewis Spence, on arrival in Edinburgh on Friday night after delivering a speech in the dimming area of West Calder, reported that his car had had six revolver shots fired at it from point-blank range, the man who fired the shots being partly concealed by a wall.

Interviewed yesterday, Mr. Spence, who for many years was engaged in journalistic work in Edinburgh, Glasgow, and London, said he had not considered the fact that his car was shot at worth reporting to the police. The Nationalist candidate did not desire to attach any importance or electioneering point to the shooting. The man could not have known which route Mr. Spence was taking to Edinburgh, and the candidate thought that the shooting was a piece of distorted humour on the part of some country bumpkin who desired to make the motorists think a tyre had burst.

There were no bullet marks on the car, and this made Mr. Spence think that the cartridges must have been blank, as the flashes from the revolver were very vivid, and at the short range the car must have been hit by a bullet.

The other political parties ridicule the whole episode.

Mr. Spence was accompanied by his wife at the time.

Mr. R. B. Cunningham-Graham, president of the Nationalist Party, confirmed Mr. Spence's account of the firing.

THE HONGKONG AND SHANGHAI BANKING CORPORATION.

Authorized Capital \$50,000,000
Paid-Up Capital \$10,000,000
Reserve Fund \$10,000,000
Total Assets \$70,000,000

HEAD OFFICE: HONGKONG.
BRANCHES:—
Amoy, Canton, Hankow, Harbin, Hongkong, Kowloon, London, Lyons, Shanghai, Singapore, Tientsin, Yokohama.

FOR THE HONGKONG AND SHANGHAI BANKING CORPORATION.
A. C. HYNES, Chief Manager.
Hongkong, 19th September, 1927.

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NEW FOX COMEDY.

"CHICKEN A LA KING" COMING.

"Chicken A La King," a splendid screen version of the stage play "Mr. Romeo" will be screened at the Queen's Theatre on Sunday and Monday next. The picture tells the story of a husband who for twenty years has forced his wife to dress on an allowance which barely permitted her to appear respectably clothed before her friends. Then, in trying to save the family reputation from being sullied by the marriage of his brother-in-law to a chorus girl, the husband himself becomes a victim of the charmer. How the girl leads him on, only to betray him to his wife and how the two women make him pay for the wife's twenty years' privations forms the basis for a series of hilarious situations that are sure to amuse. Romance, too, in generous measure is provided in this dainty movie dish of "Chicken A La King." Ford Sterling, Nancy Carroll and many other popular stars appear in the strong supporting cast of players.

THE HONGKONG AND SHANGHAI BANKING CORPORATION.

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Authorized Capital \$50,000,000
Paid-Up

INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination.	Steamers.	Sailings.
TO TSINGTAI via SHANTOU & SHANGHAI	Foo-hing Hopang Yat-hing Hangwang	Sun 17th Feb at 7 a.m. Wed 20th Feb at 7 a.m. Sun 24th Feb at 7 a.m. Wed 27th Feb at 7 a.m.
TO OSAKA via MOJI & KOBE	Namsang	Satur. 16th Feb at 9 a.m.
TO YOKOHAMA via SHANGHAI, MOJI & KOBE	Kutsang	Sun. 24th Feb at 7 a.m.
TO STRAITS & CALCUTTA	Yuen-sang Namsang	Satur. 9th Feb at 10 a.m. Mon. 4th Mar at 3 p.m.
TO SANDAKAN	Hinsang Mausang	Wed 20th Feb at noon. Satur. 9th Mar at 3 p.m.
TO CANTON	Hopsang	Wed 13th Feb at 5 p.m.
TO TIENTSIN	Chip-hing	Fri 15th Feb at 4 p.m.

For freight or passage apply to:

JARDINE, MATHESON & CO., LTD.

Telephone 215, Central General Managers

GLEN LINE.

Fore Hongkong to London 532.

TO LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO.

Steamship "GLENSHANE" (Via Oran)	12th Feb.
Steamship "CARDIGANSHIRE"	6th Mar.
Motor Vessel "GLENGARRY"	3rd Apr.
Motor Vessel "GLENSHIEL"	1st May.
TO SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOCK.	
Motor Vessel "GLENSHANE" (Via Takao)	12th Feb.
Motor Vessel "GLENGARRY"	18th Feb.
Motor Vessel "GLENSHIEL"	4th Mar.
Motor Vessel "GLENSHIEL"	16th Mar.

For freight, passage and further particulars, apply to:

JARDINE, MATHESON & CO., LTD.

AGENTS: THE GLEN LINE, LTD.

CONSIGNEES' NOTICE.

WILHILMSEN.

THE NORWEGIAN AFRICA & AUSTRALIA LINE.

The Motorship, "TENNESSEE" having arrived from Norway via ports on 8th February, 1929, consignees of cargo are hereby notified that all goods are being landed at their risk into the non-hazardous, hazardous and/or extra hazardous godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained. Goods not cleared after the 15th February, 1929, will be subject to rent.

All broken, chafed and damaged packages are to be left in the godown where they will be examined on 14th February, 1929, at 10 a.m. by our surveyors, Messrs. Goddard and Douglas.

No claims will be admitted unless notified and/or application for survey made in writing within seven days after landing of the goods, or in any case before the goods are taken delivery of. Claims will not be recoverable unless complete accounts are sent in within fourteen days of final discharge of vessel.

No Fire Insurance will be effected by us in any case whatever. Bills of Lading will be countersigned by

THORESEN & CO., LTD., Agents.

Hongkong, 8th February, 1929.

MRS. MOTONO

HAND & ELECTRIC

MESSAGE

No. 51B, Top Floor, Wyndham St. Hongkong.

THE NEW FRENCH REMEDY, THERAPION NO. 1 THERAPION NO. 2 THERAPION NO. 3

No. 1 for Rheumatism, No. 2 for Chronic Wounds, No. 3 for Skin Diseases. Price 1/6 per bottle. Wholesale and Retail. Sole Importers: MRS. MOTONO, No. 51B, Top Floor, Wyndham St., Hongkong.

A STREET BATTLE.

ROBBER KILLED AND MANY WOUNDED.

Shanghai, Feb. 4. Three Chinese policemen in the Police Hospital, suffering from bullet wounds in the legs, and the body of a robber in the Public Mortuary, are the result of a running battle of more than a mile in length between armed robbers and police yesterday in the Harbin Road district, in which 35 shots were fired by the police and nearly that many by the robbers. None of the police nor the pedestrians are believed to be fatally wounded, although complications may set in.

The affair began with an armed robbery at 1208 Dixwell Road, near Urga Road, within 300 yards of the Harbin Road station, at about 4.30 p.m., when three men entered the rice shop situated at that address and robbed the complainants of about \$60. A shop assistant informed a C.P.C. in the vicinity, and from there on the trail was well marked with live and exploded cartridges, spots of blood on the roads, and coins which the robbers dropped as they scampered away.

As soon as the assistant saw them turn into an alleyway east of Dixwell Road, he told the C.P.C. who he blew his whistle, gave chase. Comrades joined him and they followed the gang through the alleyway into Harbin Road, only a few yards from the station.

Two Constables Wounded.

Turning down East Kashing Road, the armed men laid a trap for the police, taking refuge in a ricksha hong. From this protected point of vantage, they opened fire on the police who now numbered four. The police returned fire, but as they were exposed, they made good targets while the gang were sheltered. Two Chinese constables were struck at this spot, and while attention was diverted to them, the robbers made off. In all about 25 shots were fired during the course of this encounter.

The police, who were now reinforced by the addition of other constables, were somewhat behind the robbers, one of whom is believed to have decamped into an alleyway after running north on Mukden Road and east on Urga Road, away from the scene of robbery.

The remaining two robbers hurried along Urga Road to Point Road, where they shot several times at a constable on point duty, whom they took unawares, the posse being nowhere in sight. Although he drew his pistol and fired several rounds, there are no indications that the officer's fire was effective. He commanded a passing ricksha and followed them alone, but warned others with his whistle.

Parting of Fugitives.

Running westward on Point Road the robbers arrived at Singkeipang Road, apparently well ahead of their pursuers, as no shots were exchanged here. At East Yuhang Road corner, they were seen by police attached to Wayside district. Here the robbers separated, one turning into an alleyway on the right, the other taking an alleyway on the left. Before running further the two men turned upon their assailants and fired several rounds.

The one disappeared and the police could not pick up the trail. Wayside constables got close to the other in Yu Ching Lee Alleyway, where he fired at them. An exchange of shots ensued, during the course of which one of the constables was wounded, the bullet entering the inside of the right boot, penetrating the ankle and lodging in the sole. From the position of the two holes, the theory is advanced that the constable was shot while running down the alleyway.

Undaunted, he, together with his companion, continued the battle, at the conclusion of which the robber was found dead, his body riddled with bullets. In his possession they found a .32 calibre pistol of French make, a partly emptied magazine, a filled magazine and a number of cartridges loose in his pocket, and some of the stolen property as well.

House-to-house Search.

In the meantime the wounded men were removed to hospital and the Red Maria, from the Reserve Unit Depot in Yangtzepoo in charge of Supt. Fairbairn, was despatched to the scene. The detail was turned out and a thorough house-to-house search of the district was made, but no one saw evidence of the robber's presence. Major Bourne superintended operations for the time being, later investigations being made by Det. Sergt. Omand, his superior being Det. Supt. Conduit.

St. Luke's Hospital informed Hongkew police station about 5 p.m., that two wounded persons had applied for treatment, saying that they had been shot by armed

CONSIGNEES' NOTICE.

OCEAN STEAMSHIP CO., LTD. CHINA MUTUAL STEAM AND NAVIGATION CO., LTD.

Consignees per Company's Vessel, "PATROCLUS" From UNITED KINGDOM via SINGAPORE.

are hereby notified that the cargo will be discharged into Holt's Wharf Kowloon, where it will lie at Consignee's risk and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 8th February.

Optional cargo will not be landed here, unless notice has been given prior to steamer's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 18th February, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 4th March, or they will not be recognised.

No fire insurance will be effected. BUTTERFIELD & SWIRE, Agents.

Hongkong, 8th February, 1929.

N. Y. K. LINE.

From EUROPE AND STRAITS.

The Steamship, "TAMURA MARU," having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, whence delivery may be obtained.

Goods not cleared by the 15th Feb. 1929 will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignees and the Co.'s representatives on any Tuesdays and Fridays, at 2.30 p.m. within the free storage period.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

No fire insurance has been effected.

NIPPON YUSEN KAISHA, Hongkong, February 8, 1929.

THE BEN LINE STEAMERS, LIMITED.

From MIDDLESBRO', DUNKIRK, LONDON AND STRAITS.

The Steamship, "BENLAVERS"

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of The Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th February, will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 28th February, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 13th February, at 10 a.m. by Messrs. Goddard and Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO., LTD., Agents.

Hongkong, 7th February, 1929.

THE BEN LINE STEAMERS, LIMITED.

From MIDDLESBRO', DUNKIRK, ANTWERP, LONDON, STRAITS AND PHILIPPINES.

The Steamship, "BENLEDI"

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of The Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th February, will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 26th February, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th February, at 10 a.m. by Messrs. Goddard and Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO., LTD., Agents.

Hongkong, 6th February, 1929.

robbers. It was ascertained later that these and an eight-year-old girl had been shot during the battle on East Kashing Road, and that another man was wounded on Singkeipang Road. The three men were attended to and then released, but the girl is being detained in hospital.

In all 35 shots were fired by the police, and as far as accurate estimates could determine, the robbers fired more than 20 rounds.

—N. C. D. News.

P. & O. BRITISH-INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES incorporated in ENGLAND) Taking Cargo on through Bills of Lading for Straits, Java and Burma, Ceylon, India, Persian Gulf, Mauritius, E. & S. Africa, Australasia, including New Zealand & Queensland Ports, Red Sea, Egypt, Constantinople, Greece, Levantine Ports, Europe, Etc.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS. (UNDER CONTRACT WITH H.M. GOVERNMENT.)

S. S.	Tons	From Hongkong (about)	Destination
KASHGAR	9,005	16 Feb. noon.	Marseilles, L'don & Hull
MACEDONIA	11,120	2nd Mar.	Marseilles & London
KHIVA	9,135	16th Mar.	Marseilles, London & Hull
↑PADUA	5,907	18th Mar.	M's, L'don, Hull, A'werp, Rotterdam & Hamburg
KHYBER	9,114	23rd Mar.	Marseilles, L'don & Hull
↑MIRZAPUR	6,715	1st Apr.	Straits, Colombo & B'bay

†Cargo only. Frequent connections from Port Said for Passengers & Cargo to Constantinople, Pyrene, Smyrna and other Levant Ports by Steamers of the Eshdivial Mail S. S. Co.

BRITISH INDIA-APCAR SAILINGS

TAKLIWA	7,936	14 Feb. 11.30 a.m.	S'pore, Penang & Calcutta
TAKADA	6,949	25th Feb.	S'pore, Penang & Calcutta
TALAMBA	8,018	10th Mar.	S'pore, Penang & Calcutta
↑ALMA	10,000	18th Mar.	S'pore, Penang & Calcutta
SANTHA	7,754	11th Apr.	S'pore, Penang & Calcutta

B. I. Apar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South)

TANDA	6,656	1st Mar.	Manila, Sandakan, Thurn, Island, Townsville, B'bar
ST. ALDAB	4,500	30th Mar.	Sydney and Melbourne.
ARAFURA	6,000	3rd May.	

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SAILINGS TO SHANGHAI & JAPAN

TALAMBA	8,018	13th Feb.	Amoy, Moji, Kobe, Yokohama & Osaka
KHIVA	9,135	15th Feb.	S'hai, Moji, Kobe & Yokohama
TALMA	10,000	23rd Feb.	Amoy, S'hai, Moji, Kobe & Osaka
↑MIRZAPUR	6,715	24th Feb.	Shanghai, Moji & Kobe
MALWA	10,936	1st Mar.	S'hai, Moji, Kobe & Yokohama
↑NAGAPORE	5,283	4th Mar.	Shanghai, Moji, Kobe & Yokohama

†Cargo only. All dates are approximate and subject to alteration without notice. WIRELESS ON ALL STEAMERS.

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Siberia Maru Wednesday, 6th Mar.

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Singapore, Penang, Colombo & Suez

Hakono Maru Saturday 9th Feb.

Suwa Maru Saturday, 23rd Feb.

Fushimi Maru Saturday, 9th Mar.

SYDNEY & MELBOURNE via Manila & Ports.

Kaga Maru Wednesday, 20th Feb.

Tango Maru Wednesday 20th Mar.

BOMBAY via Singapore, Penang & Colombo.

Tamba Maru Monday, 11th Feb.

Isoto Maru Sunday, 24th Feb.

SOUTH AMERICA (WEST COAST) via Japan, Honolulu,

Los Angeles, Mexico & Panama

Bokuyo Maru Saturday, 9th Mar.

SOUTH AMERICA (EAST COAST) via Singapore,

Capetown & Ports.

Kawachi Maru Monday, 4th Mar.

NEW YORK via PANAMA.

Kuma Maru Sunday, 10th Feb.

Calcutta Maru Tuesday, 19th Feb.

LIVERPOOL via Port Said, Genoa & Marseilles.

Delagoa Maru Wednesday, 20th Feb.

CALCUTTA via Singapore, Penang & Rangoon.

Malacca Maru Saturday, 9th Feb.

Nagano Maru Friday, 15th Feb.

SHANGHAI, KOBE & YOKOHAMA.

Tajima Maru Saturday, 9th Feb.

Sado Maru (Nagasaki Direct) Friday, 15th Feb.

Kanagawa Maru (Moji Direct) Saturday, 16th Feb.

Hakusan Maru Monday, 18th Feb.

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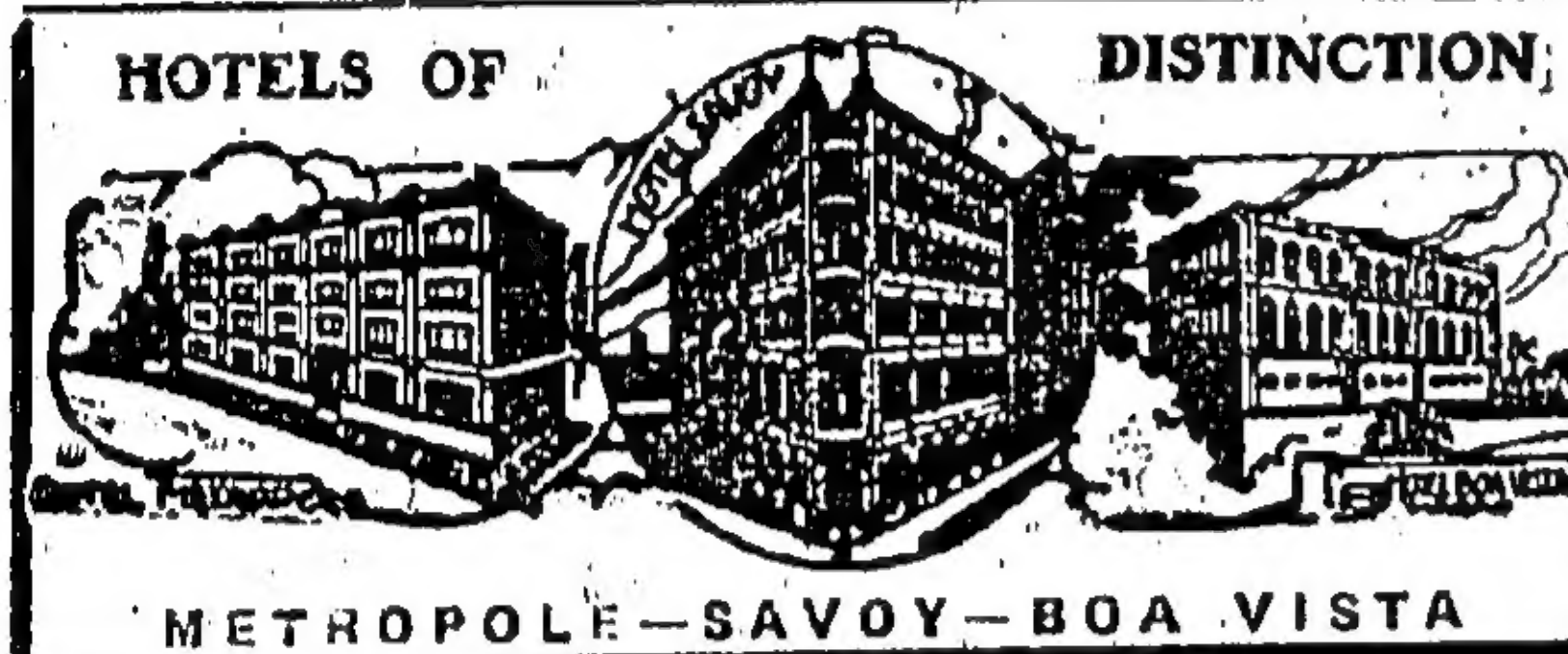
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DINNER DANCE
Chinese New Year's Eve
Saturday, 8 p.m. to 12 m.m. 9th February 1929
\$3.00 per person
AND
Special Tea Dance
Chinese New Year's Day
Sunday, 3.30 p.m. to 6.30 p.m. 10th February 1929
50 cts. per person
Booking can now be made.



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CHINA AND BRITAIN IN AGREEMENT.

EXCHANGE OF GREETINGS
ON FEBRUARY 1.

BRIGHT PROSPECTS.

London, Feb. 8.
It is learned that fraternal greetings were exchanged between Dr. C. T. Wang, the Nanking Foreign Minister, and Sir Austen Chamberlain, the British Foreign Secretary, on the occasion of the enforcement of the new tariff schedule in China at the beginning of the month, and the coming into operation in that connexion at the time of the Sino-British Tariff Treaty, granting tariff autonomy to China.
In a cable to Sir Austen Chamberlain on February 1st, Dr. Wang expressed the hope that the enforcement of the new Sino-British Treaty would usher in bright prospects for the future, and would further strengthen the traditional friendship between China and Great Britain.
Sir Austen Chamberlain, in reply, reciprocated the sentiments expressed, and hoped that the treaty would promote their common aim of establishing Sino-British relations on an assured and permanent basis.—*Reuter.*

PLIGHT OF SHANGHAI RUSSIANS.

PITIFUL STORY OF TACOMA STOWAWAY.

A pitiful story lies behind the appearance in the dock at the Central Magistracy this morning of a Russian, charged with stowing away on board the P. and O. s.s. Tacoma from Shanghai.
Named Valdemar Berzin, he is one of the thousands of destitute Russians, who have been causing great concern to the Shanghai Municipal Council because of their extreme poverty, and their wretched circumstances in the present extremely cold weather prevailing in Shanghai.
The majority of them formerly belonged to the army of General Chang Chung-chang, the former tuptan of Shantung. Many have since been doing coolie work in order to exist.
Berzin concealed himself on board the Tacoma in Shanghai some hours before the boat sailed, but when the vessel was under way he left the lifeboat, in which he took shelter, and voluntarily gave himself up, owing to lack of food. He said he tried to get away to a warmer climate.
He was sentenced by Major Wilson to a month's imprisonment with hard labour.

BANK RETURNS.

NOTE CIRCULATION AND SPECIE RESERVE.

The returns of the average amount of bank notes in circulation and of specie in reserve in Hongkong, during the month ended 31st January, 1929, as certified by the Managers of the respective Banks are:

Banks.	Average Amount.	Specie Reserve.
Chartered Bank	15,552,284	5,900,000
Hongkong Bank	48,144,161	34,000,000
Wanchai Bank	1,254,016	600,000
Total	64,950,461	40,500,000

* In addition Sterling Securities are deposited with the Crown Agents valued at £1,225,100.
† In addition Securities deposited with the Crown Agents and Straits Government valued at £2,990,442.
‡ In addition Securities deposited with the Crown Agents valued at £180,000.

COLONY'S FINANCES.

POSITION AT END OF OCTOBER.

Financial returns for the first ten months of 1928 have now been issued. These show that the credit balance at the end of October was \$6,060,390, compared with \$6,493,025 at the end of September.
The revenue during October was \$1,963,823, as against \$1,949,561 for the same month in 1927; whilst the income for the ten months was \$19,004,299, compared with \$17,130,760 in the previous year.
Expenditure for October totalled \$2,396,457, against \$2,033,107 in 1927; whilst the outgoings for the ten months were \$16,929,070, compared with \$15,918,600 in the previous year.

CHEFOO QUIET.

A naval wireless message received from Chefoo this morning states that conditions there are quiet.
It is understood that the Fourth Division has not yet occupied Lungchow, but is still at Pingli-tien, near Laichow.

CHINESE FAMINE HORRORS.

WOLVES ATTACKING VILLAGERS.

PEOPLE WANDER IN SEARCH OF FOOD.

SHENSI CONDITIONS.

Shanfu, Jan. 23.
According to the Chinese calendar we have entered the period of the "great cold" and sure enough, it is indeed very cold weather these last few days. During the past week we have had several very heavy falls of snow, and this, with a cutting N. E. wind, has intensified the suffering and distress so prevalent in the famine-stricken province at this time.
I have just returned from a visit to one of the worst famine-stricken districts, and the accounts one heard, and the sights of the distressed folk by the way side, were very heartrending.

"Simply Wandering Around."

Nothing has been sown, and hundreds of families are simply wandering around in search of food.
I met a man whose younger brother had been stricken down by a wolf and eaten almost in front of the eyes of his village folk, and this danger is becoming quite serious, as the wild animals are being driven down from the hills by the cold and the search for food.
It is quite a common sight here in Shanfu, where famine conditions are nothing like so bad as over in San Yuan, to see a man or a woman walking down the street with a child in arms, or leading him by the hand, and a straw stick in its clothing as the silent sign that the child is for sale.

Four Million Destitute.

Grain has already gone beyond the price of poor folks to buy. Last week, it reached \$48 per picul—the ordinary price here in Shan is about \$8 or \$10—even \$10 would be regarded as dear. So far, no famine funds, apart from some small balances, have been made available for Shensi, whilst on the other hand the reports from almost all over the province point to a condition of distress unparalleled in the memory of most foreigners at present resident here. Something approaching four million people are destitute and apart from a very limited area where irrigation has made the sowing of wheat possible, the whole province is barren, so that there is no prospect until the earliest August or September of the people obtaining a harvest.
In some of the districts in the north of the province no rain has fallen for three years, and added to all this the province has been in the throes of revolution, so that any small stocks of grain that might have been available have either been destroyed or rendered unavailable for common use.
Sympathetic Governor.

Fortunately the Government is about the most humane and sympathetic we have had in Shensi since the Revolution in 1911. The Governor, or Chairman of the Provincial Government, is a most sympathetic sufferer with the people at this time.
During these last few days when the cold has simply added tremendously to the sufferings of the poor, he has been giving \$2 to every person—that is, poor and destitute person—who came along to his yamen.

The result is, of course, that crowds have been collecting around the yamen. Their cases are investigated so as to eliminate fraudulent characters, and they are sent away with this little bit of help to tide over a day or two before they get the next dole.
Not only in this way has the Governor shown his sympathy, but through his Government he has organised relief on quite a large scale through the purchase of consignments of flour and rice and grain from places such as Hankow, and even Shanghai. This grain is brought over the Government railway free of cost, and even adding the cost of road transit, they are able to sell it here at about 100 per cent. less than the cost of local grain or flour. Undue hoarding of grain is being prohibited.

No Spring Harvest.

The Government is giving a liberal allowance according to the size of a family of about a year's supply of grain—which is not really so lavish as might appear on the surface when it is remembered that there can be no spring harvest this year, and the autumn is still a long way off.
Outside this amount those who have stocks must sell, and if they refuse to do so, or try to conceal their stores, then the Government will confiscate all it finds and punish the offenders.

This is quite a new doctrine for Shensi, and I daresay there are

NEW OUTLOOK IN RUMANIA.

OPPORTUNITY FOR FOREIGN CAPITAL.

MONEY STABILISED.

Bucharest, Feb. 8.
An interesting statement has been issued to-day by M. Madgearu, the Minister of Industry, in the course of which it is stated that as the result of the stabilisation of Rumanian currency, Rumania will shortly re-enter the economic life of the world.

Under the State Monopoly Fund Bill, which has passed through the Rumanian Parliament, foreign capital will be admitted on an equal footing with Rumanian capital for the purpose of exploiting State undertakings.

New legislation is to be introduced dealing with the economic situation and when this has been adopted, there will be created large possibilities for the investment of foreign capital, including the very necessary reorganisation of the railways, the telegraph and telephone system, and of Rumania's maritime and Danubian ports.—*Reuter.*

MORE SNATCHING CASES.

EUROPEAN LADY ROBBED YESTERDAY.

At about 4.10 p.m. yesterday, Mrs. Day, residing at the Hongkong University, was robbed of a handbag by a Chinese in Pokfulam Road.

According to a statement made to the police later, it would seem that Mrs. Day was walking along Pokfulam Road carrying a handbag in her left hand. The thief stole up from behind, and with the help of some sharp instrument, cut away the leather grips of the handbag and made away with it. Mrs. Day's loss, including money, a powder case, a cigarette case, etc., amounts to \$37.

In Queen's Road Central, a Chinese woman, who had come over to do some shopping from Hungghom was victimised to the extent of \$90. As she was nearing Ladder Street, a snatcher came up from behind and snatched her handbag which contained \$90 in notes. The thief was apparently chased, and in order to mislead his pursuers, he discarded the handbag, which, when retrieved, was found to be empty.

STOCK EXCHANGE DECLINES.

EFFECT OF HIGHER BANK RATE.

London, Feb. 8.
The increase of the Bank rate from 4½ per cent. to 5½ per cent. announced yesterday, has resulted in a general lowering of prices in all departments of the Stock Exchange.

The chief section affected has been Government securities, but even in these, the declines have been small. The general marking down of prices has been largely a precautionary measure, there having been no considerable selling, and support has been forthcoming at the lower levels.

One of the immediate effects of the rise in the Bank rate has been the recovery of sterling in almost every quarter. The rate on New York is now well above the point at which shipments of gold to America are profitable.—*British Wireless.*

Tenders are being invited for a small extension to the servants quarters block at Government House.

Mr. James Young, manager of the Harvard Musical Comedy Co., arrived here by the a.s. President Polk.

some who may think it savours of "Imperialism".

I mention these things as showing how this new Government is interesting itself in the welfare of the people, and in contrast to the old Tutchens whose only thought seemed to be to get rich quick and clear out.

When the last famine struck Shensi eight years ago, the then Tutchun was appealed to for help, but his sardonic and callous reply was "that the people had themselves to blame in that they had the misfortune to have been born at the wrong time!"

He is today a refugee enjoying the proceeds of his ill-gotten gains at Dairen or Japan. Much good may it do him, for such men are not of any service to any country.—*"Shanghai Times" Correspondent.*

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A Companion Picture to
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AND
CHARLES FARRELL
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At 2.30, 5.10, 7.15 & 9.20.

LOVE RIVALS—one a "Street Angel," dancing into his heart like a flood of sunshine—the other, a heartless, hardened snarer. Fate tossed them together and tore them apart in the greatest drama of human hearts ever unfolded on the screen!

Throbbing with the heart beats of human souls!

ONCE IN EVERY
GIRL'S LIFE—
comes the moment for
the great decision.
When the heart says
"Yes!" and parents
say "No!" which path
shall she
take?
See—
The Denial
With
CLAIRE WINDSOR
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A Great Star in His
Greatest Triumph!
NEVER has John Gilbert, great star of "The Big Parade" and "La Bohème," appeared to better advantage on the screen than in this swash-buckling story of flaming hearts and flashing swords!
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ALL LOVERS of real romance will thrill to the stirring adventure, the light-hearted way in which Gilbert flirts with death to win a lovely lady's favour!
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At 2.30 5.15 & 9.20.